

THE ILLUSTRATED LONDON NEWS

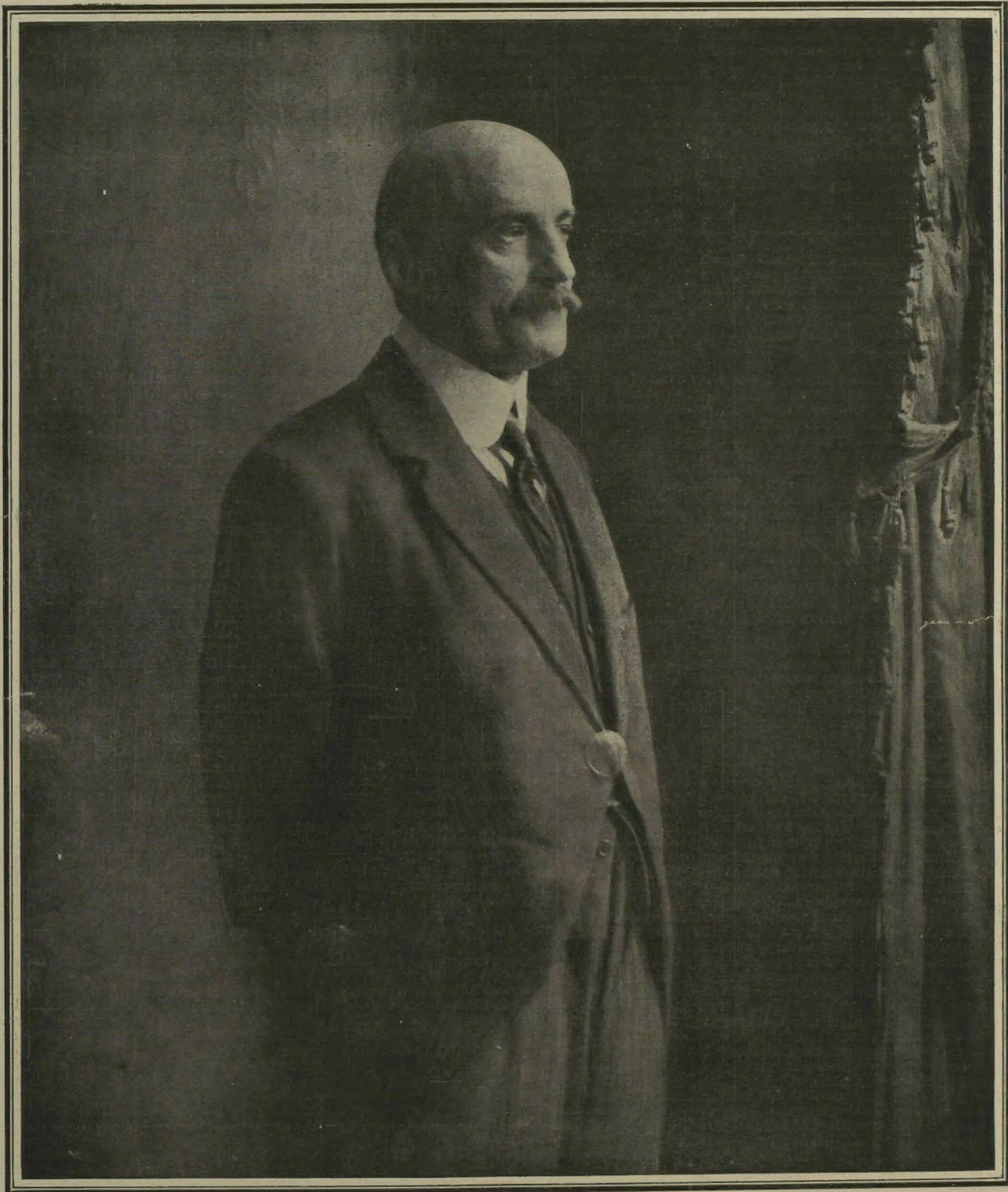
REGISTERED AS A NEWSPAPER FOR TRANSMISSION IN THE UNITED KINGDOM, AND TO CANADA AND NEWFOUNDLAND BY MAGAZINE POST.

No. 4109.—VOL. CLII

SATURDAY, JANUARY 19, 1918.

NINEPENCE.

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ARRESTED IN CONNECTION WITH THE CHARGES AGAINST HIM: M. JOSEPH CAILLAUX, AN EX-PREMIER OF FRANCE—
A RECENT PORTRAIT TAKEN AT HIS HOUSE.

M. Caillaux was arrested at his house in Paris on January 14, by order of the Examining Magistrate, Captain Bouchardon, and was placed in an ordinary cell at the Santé Prison. It may be recalled that M. Caillaux's Parliamentary immunity was recently suspended by the French Chamber, in view of serious charges brought against him. An accusation by General Dubail, Military Governor of Paris, had been published on December 12,

containing allegations against M. Caillaux and M. Loustalot. General Dubail alleged that close relations existed between M. Caillaux and Bolo Pasha, the late Almereyda, and Signor Cavallini in Rome, and that he (the General) considered the Courts should intervene. He accordingly charged M. Caillaux with having attempted to destroy French alliances during the war, and with having thus aided the enemy in arms against France.

PHOTOGRAPH BY J. CLAIR-GUYOT.

MATTERS OF THE MOMENT.

WEATHER AND THE GOTHAS.

BY C. G. GREY, Editor of "The Aeroplane."

WE have heard so much about what the Germans are going to do in the spring, and we have seen so much of nights on which raids did not occur although many people expected them: that it seems worth while to review briefly the effects of the weather on aeroplane raids. Although it is a fact that aeroplanes in these days can fly in practically any weather, it is well to remember that for long-distance bombing raids the weather is a very important factor.

For example, at the front our aeroplanes will fly in anything, short of thick fog, low down over the enemy's lines, machine-gunning troops in trenches and on the roads; but this is only possible so long as the machines keep very close to the ground, so as to see their way. It is also true that at the front our aeroplanes fly in terrifically strong winds which carry them miles over the enemy in a few minutes, although it may take them hours to get back. This also is possible because the distances covered are not great.

For long-distance bombing raids, however, such conditions as these are quite impossible. In the first place, the weather must be clear; and, in the second place, there must not be too much wind in either direction. If there is mist or fog, or thick clouds, the long-distance raiders will either lose their way altogether, or be unable to see any target.

The wind direction is, perhaps, even more important; and in this connection it is necessary to remember the effect that wind has on aircraft. Let us suppose, for example, that an aeroplane has a speed in still air of 90 miles per hour, which is about the speed of the Gotha bombing machines. If there is a wind blowing from the east at 30 m.p.h., the speed of these machines over the ground will then be 120 m.p.h., and they will reach London from Belgium in roughly 1½ hours—assuming that the distance from their starting-point to London is about 180 miles; but when they turn round to go back the 30 m.p.h. wind will be against them, and their speed over the ground will only be 60 m.p.h., so that it will take them 3 hours to cover the 180 miles. That means that the whole journey would take 4½ hours.

If there were no wind at all, they would take 2 hours out and 2 hours home, or 4 hours in all.

Now, supposing the wind were blowing 60 m.p.h., their speed would be 90 plus 60, which is 150 m.p.h., so that they would take 1 hour 12 min. on the outward journey. But on the return journey their speed would be 90 minus 60 m.p.h., or only 30 m.p.h. over the ground, so that it would take them 6 hours to get home, and the whole journey would take them 7 hours 12 min.

It is possible that these machines do actually carry petrol for eight hours' flying, but it must be remembered that on a bombing journey there is a certain amount of wandering about, dodging anti-aircraft defences and so forth, and also the pilot takes up a certain amount of time in finding his landmarks; and, therefore, the probability is that the whole journey would actually take rather over eight hours, and the machine would run short of petrol before getting home. Therefore, it is extremely unlikely that a raid would be attempted in a wind of such velocity, quite apart from the fact that a big machine heavily loaded with bombs and with petrol for its full duration in the air would be an exceedingly awkward thing to coax safely off the ground in a 60-m.p.h. wind.

Therefore, in judging whether a raid is likely or not, it is well to study the state of the air from the ground. For example, a night may be very clear, with good moonlight, and there may be apparently very little wind near the ground; but if there are a few small clouds high up, and these appear to be racing across the sky from the east, it is pretty safe to assume that there will not be a raid.

Also a point to be remembered is that raids are hardly ever made against a west wind. There are several reasons for this. One is that the raiders prefer to come across the coast with an east wind behind them, so that they are covering the ground at the highest possible speed on their outward journey. They are then loaded down with bombs and with petrol for more than half their journey—consequently they cannot fly high—and it is to their advantage to reach their objective as quickly as possible, so as to give as little time as may be for warnings to be sent from the coast to the anti-aircraft defences. If they are low down, owing to their heavy loads, they are easier to find with searchlights, easier to hit with guns, and easier to reach with defence aeroplanes. Therefore,

they naturally want to leave a little time as possible for the defences to get ready for them; and they like to fly at their maximum speed over the ground because they are then harder to hit. When they have reached their objectives, and have used up a good deal of their petrol, they are then able to rise high, where they are more difficult to find, and they do not so much mind travelling back slowly. Obviously, if they came over against a strong west wind, their progress over the ground would be very much slower, and they would be easier to attack.

Another reason for their preferring an east wind is that, owing to the Germans' having control of Europe from the North Sea far into Russia, it is possible for their meteorological observation posts to give warning for something like twelve hours ahead of any change in the weather conditions coming down behind an east wind, so that, so long as there is a steady wind across Europe anywhere between north-east and south-east those in charge of the raiding squadrons in Belgium have full warning of what the weather is going to be like. This also accounts for the absence of raids on several moonlight nights.

The weather has sometimes been perfectly clear in this country, while there have been heavy snowstorms blowing about on the Continent, and the Germans have, therefore, kept their raiders at home for fear lest, after they have left their base, a series of snow-clouds should come across from the east and wreck the whole fleet on its return journey. The proof of this may be found in the fact that frequently there have been clear, cold, starlit evenings with an east wind, and in the morning one has found snow or hailstones on the ground—thus proving that these snow-clouds have come across from the Continent. The Germans naturally knew about them beforehand, and did not send out their raiders.

In this connection it is well to note that a snowstorm is just about the worst thing that an aeroplane can encounter. As a rule, a fast aeroplane can often fly round them or over them in daylight; but at night the limitation of the distance of vision makes it practically impossible to avoid them.

The reason why raiders do not often come over against a west wind is that they have not the same information concerning the weather behind the wind that they have when the wind is in the east. They may occasionally get wireless reports from ships which are friendly to Germany, but for practical purposes their weather information from the Atlantic is cut off. Therefore, if they start against a west wind, the raiders may, for all they know, be running into a gale or heavy rain, for changes from the west occur much more rapidly than they do from the east.

Apert altogether from winter weather, it may quite well occur that there may be a calm or very gentle wind blowing in this country, with a perfectly clear sky and a bright moon, while on the Continent everything is under a thick fog, so that it is quite impossible to tell whether a raid will come. It is, however, fairly possible to tell when a raid will not come. Raids are not likely to arrive (a) when there is a very strong wind from the east, (b) when there is snow about, (c) when there is a strong west wind, (d) when there is a fog, (e) when there are heavy clouds, either low down or high up.

These facts hold good, irrespective of whether there is a moon or not. As a rule, moonlight nights are preferred for raids, but it is by no means certain that later on, as pilots become more experienced, raids will not also be made on dark but clear nights.

There is an entirely erroneous idea that raiders are stopped by cold. As a matter of fact, cold does not really affect them in the least. By covering their radiators, which are fitted with adjustable blinds for the purpose, the engines are able to keep themselves hot at any altitude or temperature; and, as regards the crew, they are provided with electrically heated clothing—gloves, boots, and helmets. The only reason why raids are less likely to occur in very cold weather is that there are probably snow-storms knocking about on the Continent.

Finally, one may point out that the defences of London at any rate are now in excellent hands, and, so far as it is possible to stop raiding aeroplanes from penetrating any given area, German aviators are likely to be stopped; but the best defence is always an attack, and therefore the immunity of London and any other part of England from air-raids depends ultimately on whether the people of this country work their hardest to turn out the vast number of aeroplanes required to bomb out of existence the aerodromes from which the German raiders start.

PARTIES IN RUSSIA.

BY E. A. BRAYLEY HODGETTS.

THERE is something extraordinarily perplexing in the names of the various parties in Russia. What, for instance, is a Cadet? Why are the Minimalists or Mensheviks more numerous than the Maximalists or Bolsheviks? In the old days of autocratic government parties were, of course, unknown; but as early as the reign of Alexander II. the Panslavists, or Slavophiles, already began to appear, and their opponents were called contemptuously Zapadniki, or Westerners. Gradually there arose a set of younger men who called themselves by a variety of names, but for whom Tourgueniev invented the descriptive cognomen of Nihilist. These parties have now passed into the limbo of ancient history, but they were, nevertheless, the forebears or ancestors of the present protagonists. The descendants of the Nihilists, the Slavophiles and the Zapadniki, are still with us.

When the Duma was founded, Russia suddenly blossomed out into a number of parties which had never been heard of before. Of these the most important were the Constitutional Democrats, of which M. Miloukoff was the leader: as they had for their initials the Russian letters *Ka Deh*, they were called the *Cadets*—the younger sons, who generally get the smaller portion of the patrimonial estate. The Cadets have come to signify the middle-class party, the bourgeoisie. They are not particularly concerned about the form of government, provided that government is a reflection of the majority of the Duma. They wish to see Russia governed by a representative assembly, and are, perhaps, somewhat indifferent as to whether the ultimate form adopted should be a republic or a constitutional monarchy; but they are the legitimate descendants of the old Zapadniki—the Westerners, who wish to see Russia develop on European lines, and would like it to be run on the established capitalistic principles of Western Europe. Nevertheless, they can scarcely be described as doctrinaire Liberals, for even they have certain leanings towards Socialism in a mild form. There is no exaggeration in saying that practically all the respectable elements of Russian society who are not frankly reactionary have grouped themselves round this party, which has, nevertheless, for reasons which history may disclose, failed to retain the helm. Opposed to this solid ramp, which represents the bulk of the intellectual and commercial classes of Russia—and is, consequently, in a minority, for the bulk of the population are uneducated—is the Social Revolutionary Party. This party is recruited mainly from the very intelligent but inexperienced working classes and their sympathisers, leaders, and satellites. These people are for running the country on purely Socialistic lines: they stand for the nationalisation of industry, the abolition of capital, the levelling of classes, and the equality of all. They place humanity before everything, and some of their publicists have described patriotism as zoological and anti-social. Naturally, there are degrees in this party. There are people amongst them who are but a few steps removed from the Cadets, who are bourgeois in all but name, and who would therefore be content with a limited programme. They understand that progress must be gradual. These are the Mensheviks, the people who are content with small things, and who are not prepared to go to the stake for their political end, but are quite amenable to argument. They want to see their country placed on the road towards Socialism, free to develop in that direction; they are not absolutely devoid of patriotism, nor are they irreconcilably opposed to Western industrial methods. The Bolsheviks, the Maximalists, are the fanatics of the revolution. They are absolutely indifferent to country. To them it is a matter of no importance whether Russia is disintegrated into a number of minor nationalities, provided that each section adopts the Socialistic ideal. Perhaps it would be more correct, however, to say that, while the Minimalists are Socialists, the Maximalists are Anarchists; they are, moreover, internationalists—they wish to see the order of society which they advocate established all the world over, and they have as little animus against the Germans as they have friendship for the Allies. With them only one thing matters—the international Socialistic revolution; they are the direct lineal descendants of the Nihilists. Most of these various political parties are recruited from the towns; the great inarticulate masses of the agricultural population, while supposed to have leanings towards Socialism, are really an unknown quantity.

THE DELIVERANCE OF THE EMPIRE'S "SOUL CITY": A THANKSGIVING.

PHOTOGRAPHS BY ILLUSTRATIONS BUREAU, ALFIERI, L.N.A., AND C.N.



THE THANKSGIVING SERVICE OF THE ORDER OF ST. JOHN FOR THE DELIVERANCE OF JERUSALEM: THE PROCESSION.



WITH ITS ESCORT: THE FLAG OF THE ORDER OF ST. JOHN OF JERUSALEM THAT WAS CARRIED IN THE PROCESSION.



THE SUB-PRIOR OF THE ORDER: THE EARL OF PLYMOUTH (ON THE RIGHT).



OF THE ST. JOHN'S AMBULANCE ASSOCIATION: LADY BAGOT.



THE KING'S REPRESENTATIVE: LORD SANDHURST (SECOND FROM RIGHT).



IN THEIR BLACK ROBES WITH THE WHITE CROSS, AND BLUE VELVET HATS: KNIGHTS OF THE ORDER RETURNING FROM THE SERVICE.



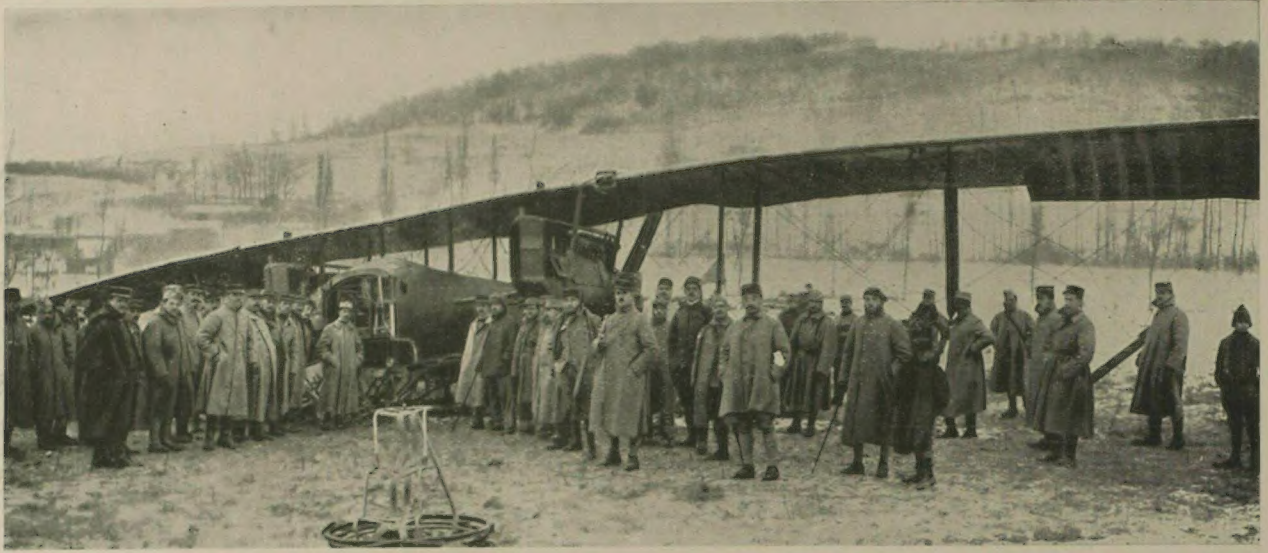
THE PRELATE OF THE ORDER: THE ARCHBISHOP OF YORK, PRECEDED BY ARCHDEACON HOLMES, BISHOP TAYLOR SMITH, AND CANON EDGAR SHEPPARD.

A Thanksgiving Service for the deliverance of Jerusalem from the Turks was held by the Knights Hospitallers of the Order of St. John of Jerusalem, on January 11, at the Church of St. John, Clerkenwell, the Grand Priory Church of the Order. The Knights, in their picturesque robes, marched from the gate of St. John in procession, at the end of which came three chaplains—Archdeacon Holmes, Bishop John Taylor Smith (Chaplain-General of the Forces), and Canon Edgar Sheppard (Sub-Dean of the Chapel Royal)—followed by the Archbishop of York (Prelate of the Order of St. John), wearing the golden

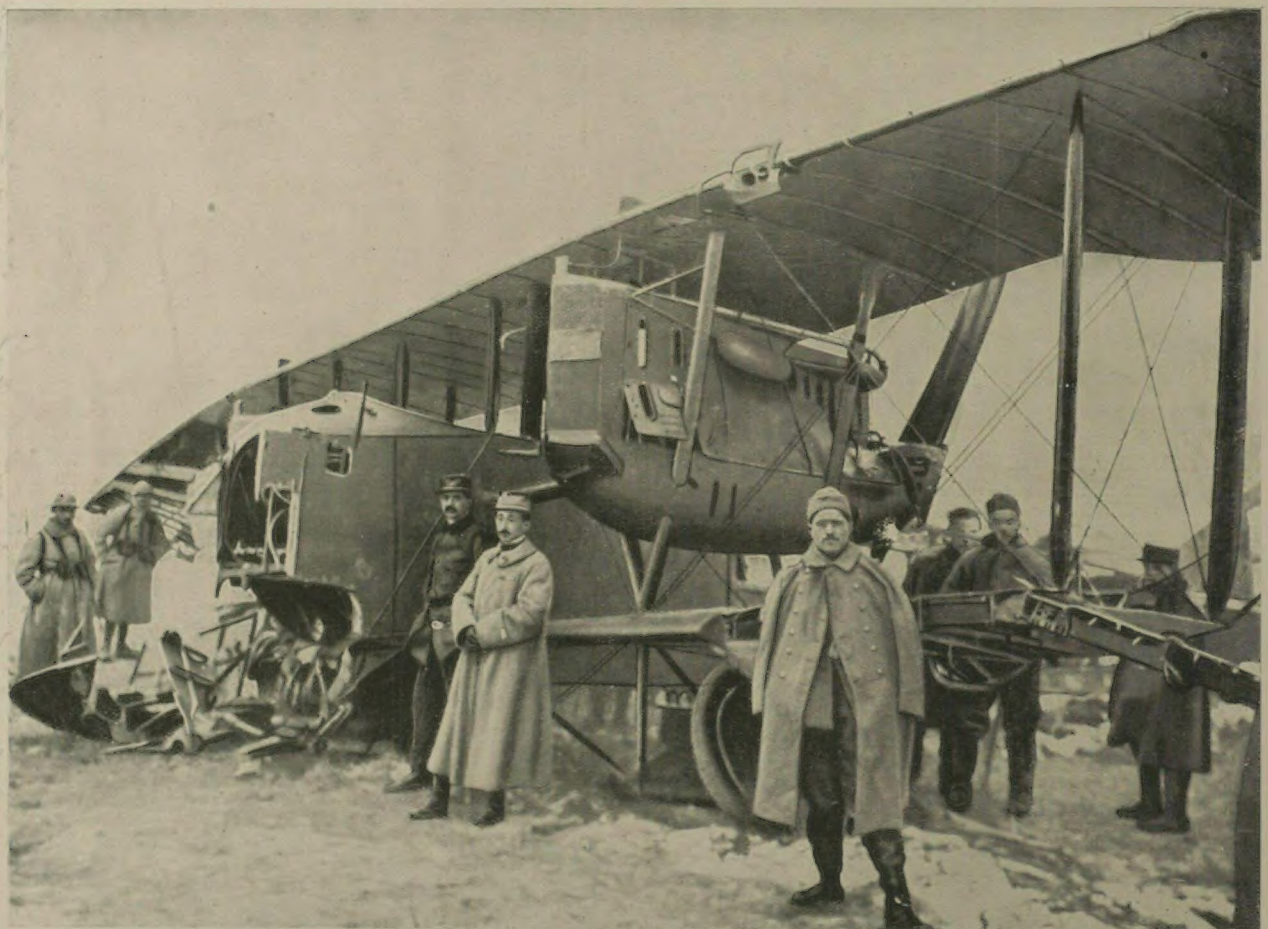
cope of the Order embroidered in red and blue. The Archbishop of York said in his sermon: "If London is the city of the Empire's commerce, Jerusalem is the city of its soul, and it is peculiarly fitting that British armies should have delivered it out of the hands of the infidel." He recalled that it was 917 years since the hospital of the Order had been founded in Jerusalem, and 730 years since Saladin drove them out: from which time their one aim had been the recovery of Jerusalem. A new era had dawned in the history of the most sacred city in the world.

A BIG "BIRD" TO FRENCH ANTI-AIRCRAFT GUNS: A "SUPERPLANE."

PHOTOGRAPHS BY ILLUSTRATIONS BUREAU.



SHOWING, BY COMPARISON WITH THE GROUP BELOW, THE GREAT SPREAD OF ITS "WINGS": A GIANT "GOTHA" BROUGHT DOWN NEAR SOISSONS.



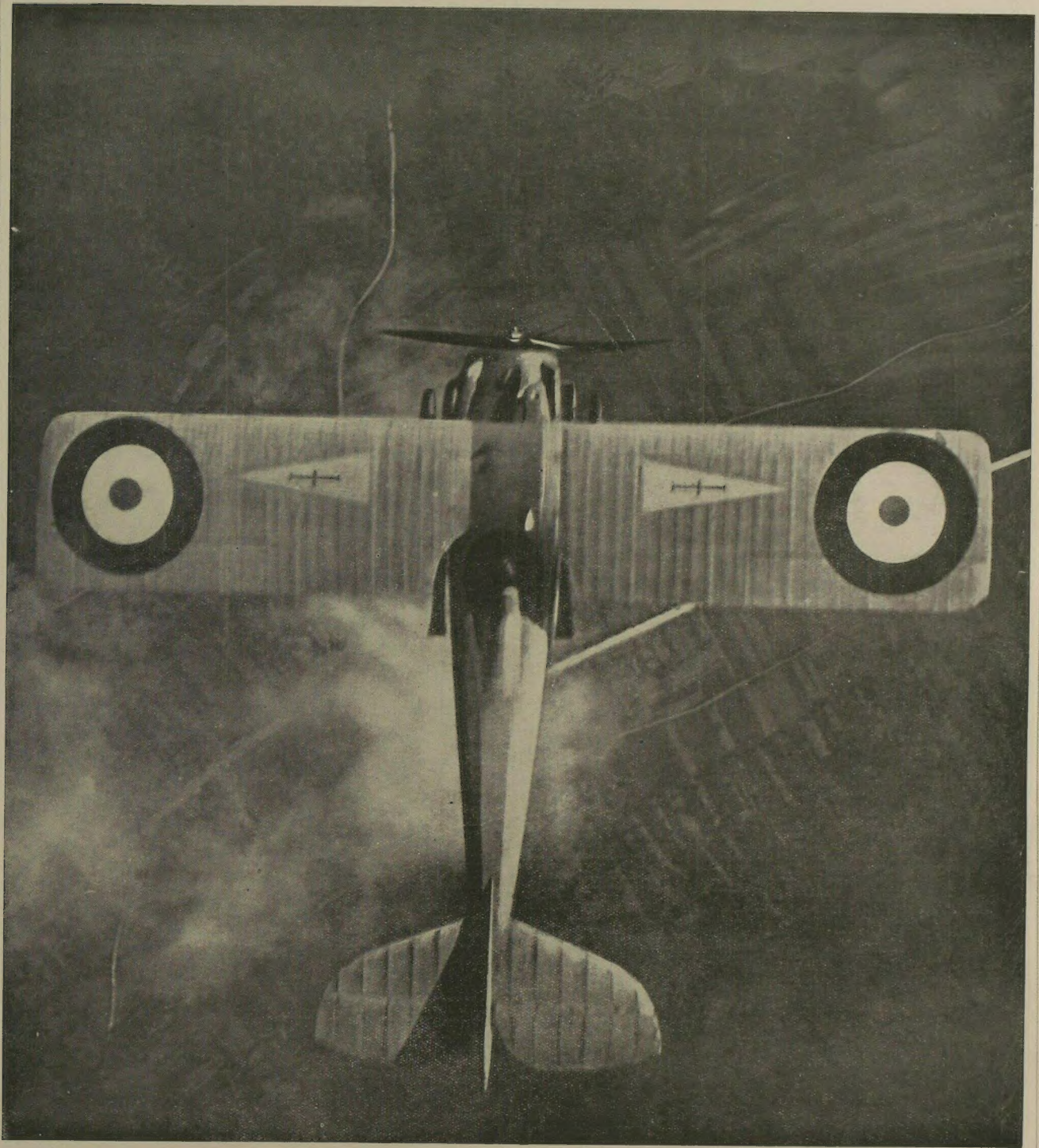
WITH THREE CARS—ONE ON EITHER SIDE THE CENTRAL CAR: A CLOSER VIEW OF THE BIG "GOTHA" BROUGHT DOWN BY THE FRENCH, ALMOST INTACT.

French anti-aircraft guns near Soissons secured a valuable prize on a night not very long ago, in the shape of the giant "Gotha" shown in our photographs. The crew attempted to destroy their machine by a couple of grenades, but were stopped in time, and the French thus captured one of the latest type of German aeroplanes fresh from the factory, with all its mechanical secrets. A French communiqué about that time said: "On Friday, Saturday, and yesterday, our pilots were engaged in about 100 fights, most of

them over the German lines: 18 German aeroplanes were brought down, of which 10 either fell in flames or crashed." "For the present types of embryonic superplanes," wrote Mr. R. P. Hearne recently, "we may take the average maximum non-stop flight to be 900 miles. This gives a 450 miles radius of action, and it is sufficient to bring the greater part of every European belligerent country into the danger-zone." The Germans are reported to be building large underground concrete hangars for their aeroplanes in Belgium.

"CORTES SAW NOTHING SO STRANGE": FLYING HIGH OVER EARTH.

PHOTOGRAPH BY ILLUSTRATIONS BUREAU.



WITH CLOUDS BETWEEN THE MACHINE AND THE LANDSCAPE FAR BELOW: A FRENCH "CHASER" AT 10,000 FT.,
PHOTOGRAPHED FROM ANOTHER AEROPLANE.

This remarkable photograph of a French "chaser" aeroplane in flight some 10,000 ft. above the earth was taken from a sister machine. It recalls a fine description by Mr. G. H. Ferris recently of his sensations as a passenger in a French aeroplane. "Military aviation," he writes, "is the child of this war. There were a few airmen in the Battle of the Marne. . . . In three years the difference is as great as between

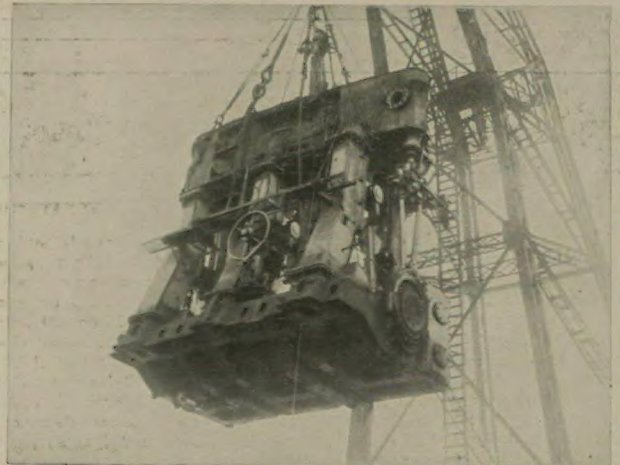
Columbus' caravel and the latest ocean liner. In the bitter cold and stormy skies of December, French chasers brought down 76 enemy machines." Of the landscape as seen from the air, he writes: "Cortes—'S'ent upon a peak in Darien'—saw nothing so strange. . . . The earth is no better than a map without a human word inscribed upon it. Sheets and streams of water, railways and roads are, however, very plainly marked."

WAR-TIME AT THE SHIPYARDS: NAVY AND FOOD-SUPPLY SHIPBUILDING.

OFFICIAL PHOTOGRAPHS.



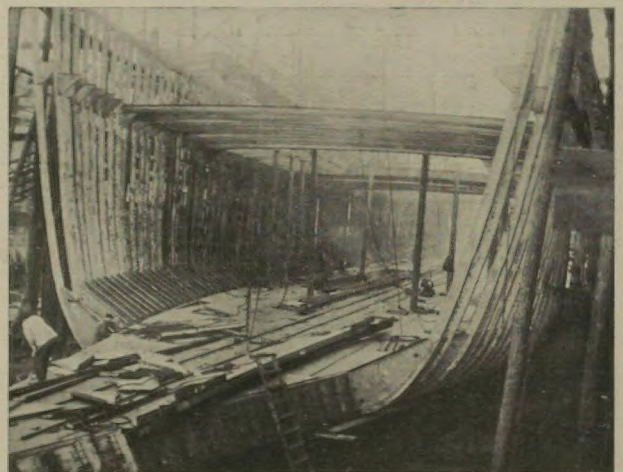
GETTING READY TO TAKE ON MORE WORK: A HUGE NEW CRANE IN PROCESS OF CONSTRUCTION—ALSO A VIEW ACROSS THE BASIN.



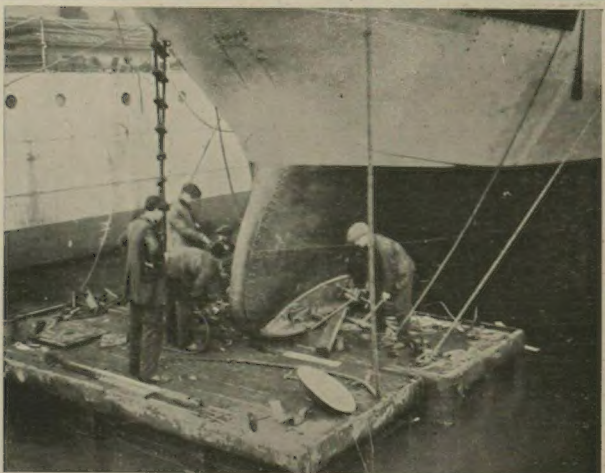
ONE OF THE JOBS A DOCKYARD CRANE IS MORE THAN STRONG ENOUGH FOR: LIFTING OUT A SHIP'S ENGINES BODILY FOR REPAIRS.



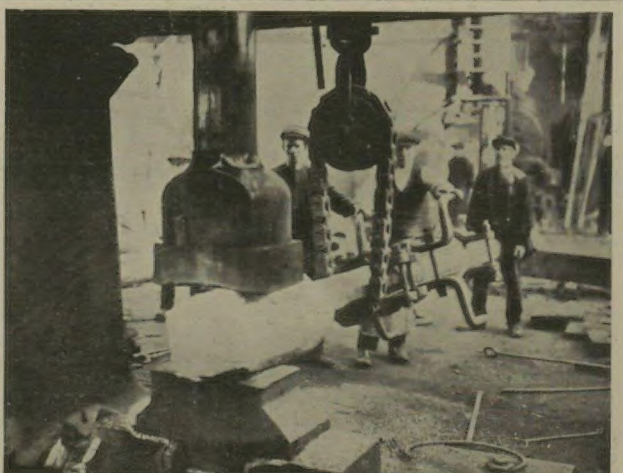
THE BEGINNINGS OF A "STANDARD" SHIP FOR FOOD-CARRYING SERVICE: ON THE BUILDING-SLIP—THE SHELL.



INSIDE THE PARTIALLY BUILT HULL OF A "STANDARD" SHIP: THE STEEL GIRDER-RIB FRAMEWORK AND MAIN-DECK TRANSVERSE BEAMS.



A NAVAL PIECE OF WORK IN HAND: DOCKYARD MEN ALONGSIDE IN DOCK REPAIRING A DESTROYER'S PLATING AT ONE END.



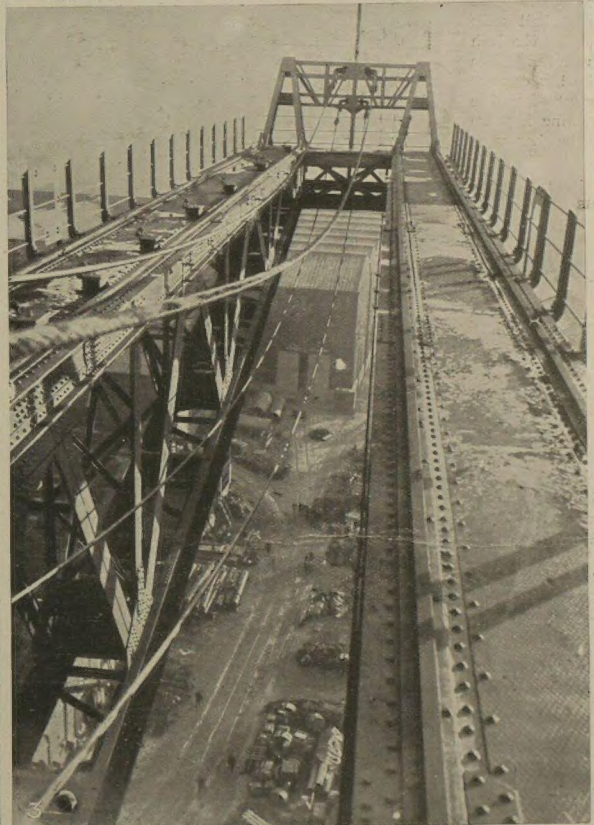
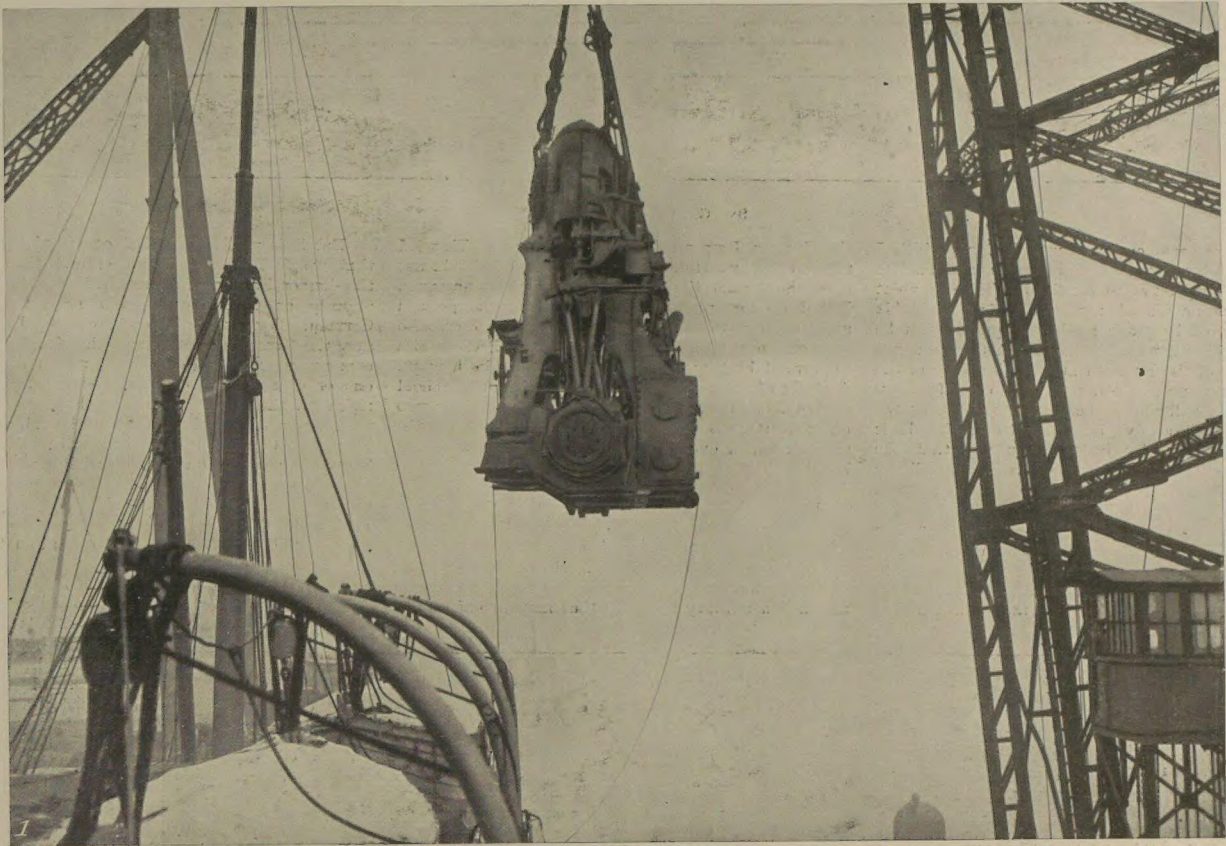
INSIDE ONE OF A SHIPYARD'S FOUNDRY WORKSHOPS: FORGING A STEEL BAR, RED-HOT FROM THE FURNACE, WITH A STEAM-HAMMER.

The public have been permitted to see or learn little of what has been, and is, going on at the shipyards round our coasts since the war began—for, that is, the past three years. From time to time a corner of the veil of the secrecy necessary in the national interests has been lifted, and peeps behind the scenes allowed, notably during the King's visits to the yards and munition-factories last year and in the preceding year. In addition, the Admiralty some time ago sanctioned the touring of certain dockyards by Press representatives. That is practically all that has been disclosed. No details as to the work in hand, or accomplished, or to be undertaken, have been made public

beyond generally comprehensive statements in Parliament now and then. Such statements further have always been couched in terms studiously vague, with any figures that were given stated in round numbers. The latest of these, also, are not very recent, and much has taken place since then. Meanwhile, as also the photographs on this page and on that adjoining show, activity at the shipyards continues with unabated briskness, alike in the building and repairing of ships, naval and for food-transport purposes, "standard" ships and war-ships, and in the enlargement of dockyards and the addition of facilities for shipbuilding and the provision of new construction-plant.

WAR-TIME AT THE SHIPYARDS: NAVY AND FOOD-SUPPLY SHIPBUILDING.

OFFICIAL PHOTOGRAPHS.



1. ONE OF THE GREAT CRANES AT WORK: A SHIP'S ENGINES AND SOLID BED FRAME-WORK LIFTED BODILY OUT OF THE SHIP FOR REPAIRS.

2. AT A YARD ON THE WEST COAST: A VIEW OVER A BUILDING-SLIP, SHOWING VESSELS ON THE STOCKS; ALSO THE PROJECTING ARMS OF A CRANE.

3. LOOKING DOWN OVER PART OF A YARD: MATERIALS AND CONSTRUCTION-GEAR STACKED READY FOR BEING USED ON A NEW VESSEL."

The glimpses that are afforded by the illustrations given on this page and on that adjoining of the work carried on at certain of the shipyards are interesting and instructive. How extensions of construction facilities are continually taking place is evidenced by the view of a new great crane. An idea of power exerted by such appliances is shown incidentally by the views of the engines of a ship, with the solid frame-work on which they

rest at the bottom of the vessel's hull, being hoisted bodily out to be transferred to the repairing workshops. We also see new "standard" mercantile marine ocean-going food-carriers on the building-slip, vessels just begun and half-completed; also the main-deck transverse beams fixed across. One photograph shows a destroyer in dock, with men repairing the water-line plating at one end; and another a workshop forge scene.



By G. K. CHESTERTON.

THERE are some curious contradictions, which I have never seen noticed, in the current Pacifist argument. They serve to recall us to the one point to which we now need most to be recalled. It was that stated long ago by Mr. Asquith, when he spoke of putting a term to the Prussian power: not to the shape of the Prussian map or the titles of the Prussian King—not, in other words, to the frontiers which Prussia will always be ready to cross, or the treaties she will always be ready to break. It is perfectly pointless, for instance, to say that the enemy renounces annexations; we might as well say that he renounces the Roman triumph or the mediæval tourney. Prussia did apply the pagan barbarism of brute annexation, as in Poland and Alsace, later than the civilised Powers; but even for Prussia annexation is no more the modern instrument than arquebus or arblast. Germany does not annex Turkey; she merely rules it. Germany has not annexed the Austrian Empire; but she has incorporated it, for all that. In short, if the Prussian power, apart from the Prussian legal territory, is left exactly as it is at present, she will achieve a moral suzerainty which will make what were once free States her dependants. We shall not be her conquered and annexed provinces. God forbid! We shall only be driven under the lash to be her allies. We shall not be her captive foes—a most impolite way of putting it; we shall only be her very unwilling friends. We also shall have to acquiesce in silence when new necessities involve her in new crimes—as an Austrian Catholic has to acquiesce in the sacrilege against Christian cathedrals; as an independent Bulgarian has to acquiesce in the massacre of Christian subjects of the Turk. Whenever the Prussian has the fancy for treating Spain or Scandinavia or the South American Republics in the precise way he has treated Belgium or Serbia, we shall be allowed to protest to the precise extent to which Hungary or Bavaria has protested. And all this will follow because the central military power has not been destroyed, as we once vowed that it should be destroyed. So long as it survives as the one successful organisation of Europe, its philosophy and ethics will permeate Europe. An evil spirit, which once astounded the world, will ultimately have absorbed the world.

One of the contradictions of which I have spoken concerns itself with the much-disputed question of the cruelty of reprisals. Were I discussing it as a matter of general morality, I should say it all depended on whether the moral veto were a matter of contract or of conscience. If we refrain from something because we have agreed with somebody not to do it, it is obvious that if he liberates himself he liberates us. If we refrain from deeper spiritual reasons, this is not necessarily so. I will break a treaty made with the German Emperor if the German Emperor breaks it first, which will probably be the case. But I will not make a treaty with the devil, signed in my own blood and giving him my own soul, merely because the course of German culture and progress leads me to the conviction that

the German Emperor has done the same. There, I think, other questions come in, in which I should not allow the German Emperor to influence me in any way. But I do not propose here to debate the general problem of reprisals, because the position I criticise is inconsistent with both solutions. The Pacifist tries to have it both ways; and he is wrong both ways. A study of the statements in papers of the school of the *Nation* or the *Labour Leader* will show two different strands of humanitarian sentiment on the subject, which eventually get entangled in a totally hopeless knot.

For the Pacifist tries to prove that the German example is too bad for us to follow, at the very time when he is also trying to prove that the German ethics are not so bad after all. He thinks it a piece of international reconciliation to say that the enemy's action is a military necessity that may be excused in

But it is precisely in that one word "punished" that we find the whole point, and the motive of this immoral and muddle-headed inconsistency. Consciously or unconsciously, the Pacifist is a Pro-German. Consciously or unconsciously, he wishes to save the Germans from being either fought with their own weapons or judged for their own crimes. But one or other of the two anti-German acts must be right. If these military acts are lawless, why should we not punish them? If they are lawful, why should we not do them? It is quite true that if a criminal has made patterns on his wife with a red-hot poker, the magistrate does not immediately proceed to make patterns on him with a red-hot poker. But the magistrate does immediately proceed to do something; and something which is based on the theory that magistrates have the right to act as magistrates, and criminals have not the right to act as criminals. And the Prussian is in the same position; if he and his methods cannot be accepted by civilisation as methods, they can be punished by civilisation as misdeeds. So that we come back to the point of punishing the oppressor of Europe—which is exactly the point that these people wish to avoid. And they are all the more in anxiety, not to say agony, to avoid it because it can be deduced with more deadly certainty from their own doctrines than from anybody else's.

For, if anybody ought logically to believe in a war of victory, it is precisely the man who was a special champion of peace until he accepted the special case for this war. There were thousands of pacifists who woke up as patriots in 1914, because they thought the crushing of Belgium, with all its peculiar cruelties, was something just too bad to be borne. If these people would consent to think, instead of merely feeling tired, they would instantly see that they

themselves are exactly the people who ought now to be hardening, and not weakening, in their war-aims. That which was bad enough to be fought, even by men who hated fighting, is obviously bad enough to be beaten, even if it is hard to beat. I know many whose philosophy had always been far more anti-military than my own who yet most courageously condemned themselves to the danger and drudgery of military service, simply because they could see the fact that Prussianism is something far worse than mere militarism. I would most earnestly and respectfully appeal to these brave men to be as courageous in their thinking as they have been in their fighting. Can they seriously believe that Prussianism is spontaneously ceasing, or has at present any particular motive to cease? Can they, above all, pretend for a moment that Prussian cruelties are ceasing, when they are quite vividly and violently increasing and multiplying by land and sea? This abnormal thing we set out to slay is still abnormal and still alive; it has eaten yet more living things, and believes itself yet more alive. There is no escape from the dilemma of either crushing the abnormal or letting it become the normal. We must either make a model of it or make an example of it; and the example must be an execution.



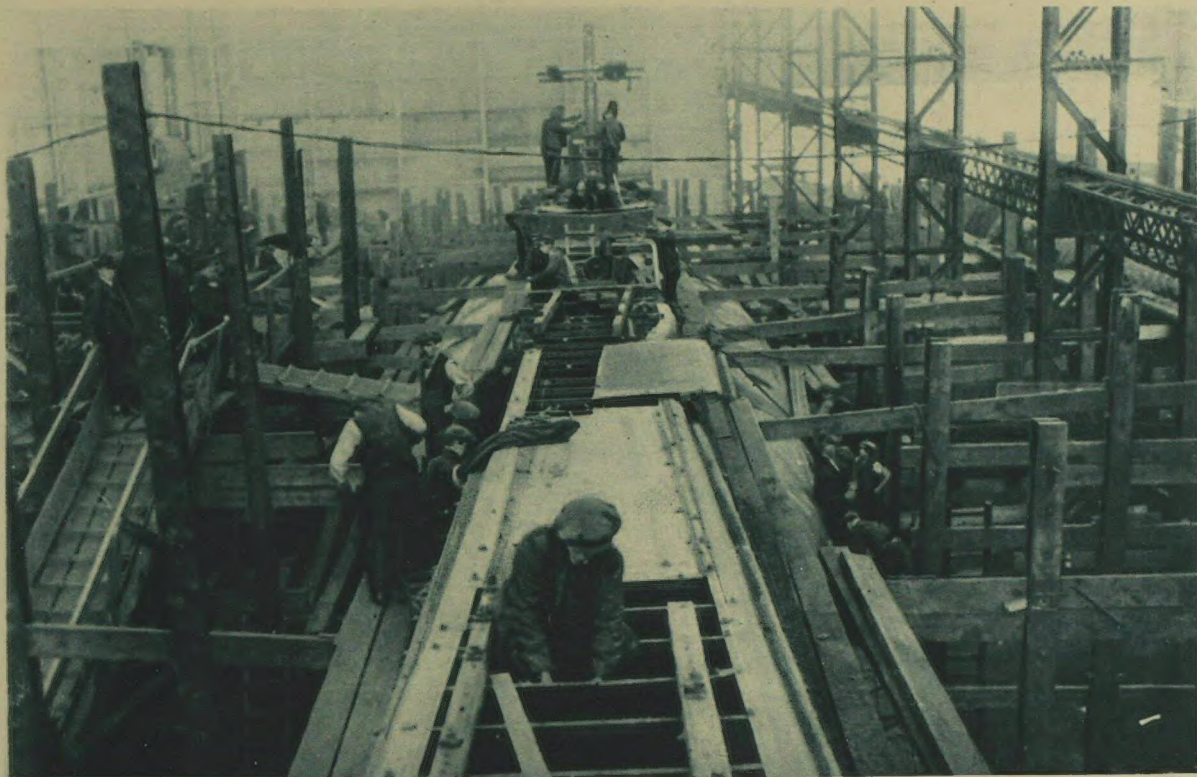
THE BAR'S FAREWELL TO THE LORD CHIEF JUSTICE ON HIS DEPARTURE TO THE UNITED STATES AS AMBASSADOR-EXTRAORDINARY: LORD READING LISTENING TO THE ADDRESS.

Most of the Judges and many K.C.s assembled in Court on January 11 to wish Lord Reading godspeed on his visit to the United States as High Commissioner, Ambassador-Extraordinary, and Minister-Plenipotentiary. Their spokesman was the Solicitor-General, Sir Gordon Hewart, K.C.; and Lord Reading replied that he would take the message of the English Bar to the Bench and Bar of America—that is, "to stand with them shoulder to shoulder for the principles of freedom and justice."—[Photograph by Illustrations Bureau.]

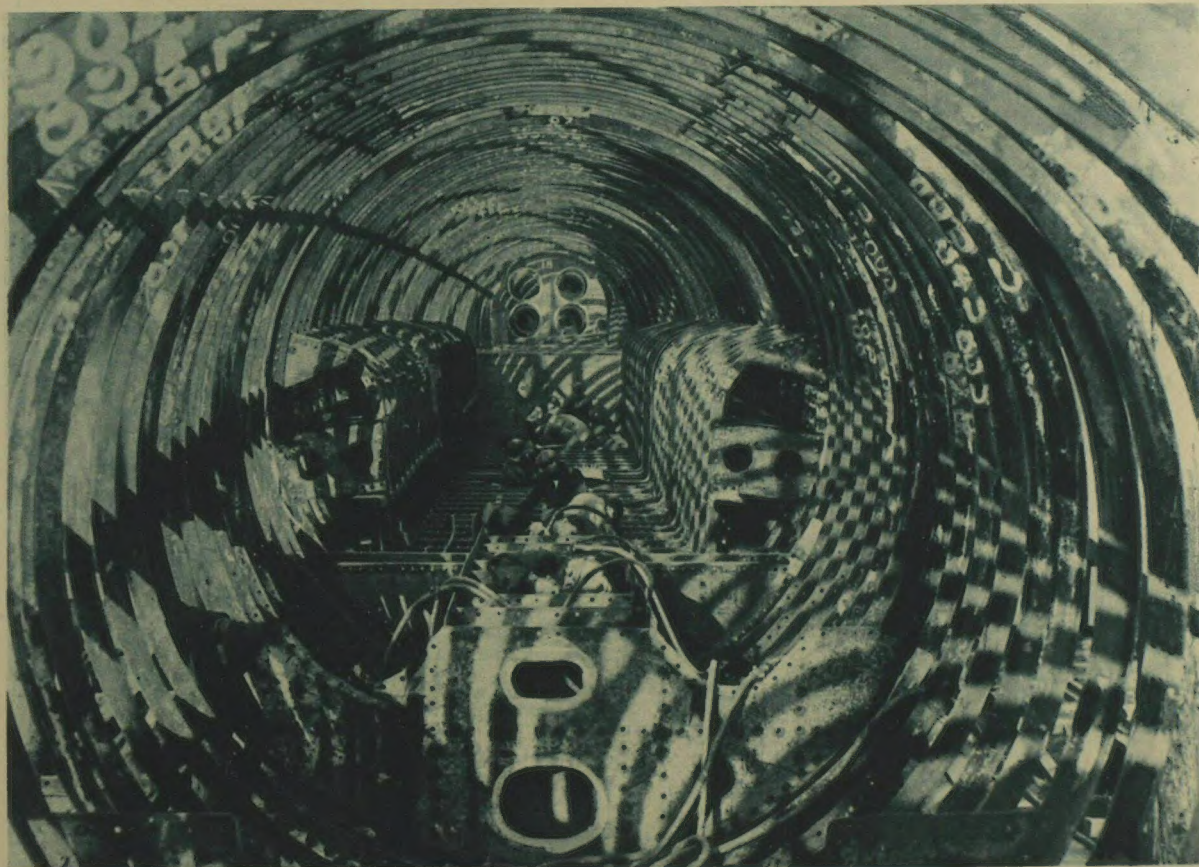
him. And the next moment he is saying that the same action is a moral degradation that is forbidden to us. I have seen a paragraph in the *Nation* recently rebuking most bitterly an air-raid on a German town, and calling it the worst news of the war. I have constantly seen in the same paper, and in similar papers, the suggestion that there must, after all, be more good in those whom Mr. Ramsay MacDonald calls "our German friends" than is implied by those of us who still labour under the impression that they are our German enemies. I can sympathise with the first sentiment, and I can understand the second; but I can make no sense whatever of a combination of the two. I can at least follow the argument which says, "These men are men and not devils; there must, therefore, be a case for their conduct." I can also follow, and with far more fellow-feeling, the argument which says "Why should we be devils merely because they are devils?" But I draw the line at being asked to differ from them because they are devils, and then to agree with them because they are not. If an act is so extraordinarily brutal that we must not do it, even in self-defence, they must certainly be very extraordinary brutes if they do it in brute aggression. It cannot at once be too vile to be imitated and too venial to be punished.

BRITISH SUBMARINES: BUILDING OUR UNDERSEA CRAFT.

OFFICIAL PHOTOGRAPHS.



BUILDING A BRITISH SUBMARINE IN A DRY DOCK: FIXING THE STEEL PLATING OF THE EXTERIOR UPPER-DECK PLATFORM.



BUILDING A BRITISH SUBMARINE: THE INTERIOR "RIBS" OF CIRCULAR STEEL GIRDERS THAT FRAME THE HULL.

We are continually hearing that new German submarines of ever-increasing dimensions and powers of destructiveness are under construction. Stories of big craft of extraordinary potentialities of "frightfulness" appear every other week in some of the papers—mostly by way of quotation from Amsterdam or Copenhagen journals, on the

strength of accounts by correspondents at Kiel and Wilhelmshaven, or, as related by wandering neutral commercial travellers. Mostly the yarns are palpably of the "make-your-flesh-creep" order—bogies. On the other hand, nothing is allowed to get out of what we are doing—though, as a fact, our submarine-building goes on day and night.

IN BLARING CONTRAST TO THAT OF GENERAL ALLENBY:

FROM SKETCHES (SOME REPRODUCED IN FACSIMILE) BY THE LATE

THE KAISER'S POMPOUS ENTRY INTO JERUSALEM IN 1898.

MR. MILTON PROP, OUR SPECIAL ARTIST AT JERUSALEM IN 1898.



GERMAN MILITARY PAGENTRY ON MOUNT MORI: THE KAISER AT THE HOSTING OF THE GERMAN FLAG AT LA DOMINATION DE SAINTE VERGE.



"ARMED TO THE TEETH, ESCORTED BY TROOPS": THE KAISER ENTERING JERUSALEM THROUGH THE BREACH IN THE WALLS MADE FOR HIM BY THE TURKS NEARBY THE JAFFA GATE.

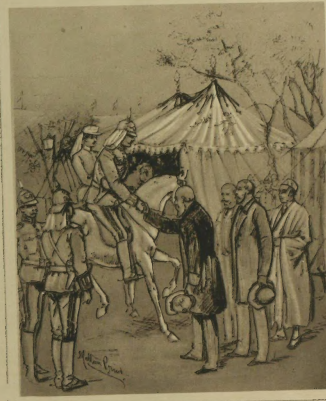
German bombs, German banners, and German bands were the dominant notes of the Kaiser's theatrical entry in Jerusalem in 1898. No greater contrast could be imagined than the quiet and reverent entry of General Allenby as illustrated elsewhere in this Number. An eye-witness of the Imperial entry on October 29, 1898, Mr. Spencer Leigh Hughes, M.P., wrote recently in the "Times": "I had the experience of seeing the Kaiser enter Jerusalem, heralded, appropriately enough, by blarney and brass bands, and surrounded by what in some quarters called by descriptive reporters 'a painful display of blarney'. . . . This curious specimen of a pilgrim entered the Holy City armed to the teeth, escorted by troops, with Turkish mounted police brushing out of the way such natives as had drawn near. . . . To welcome their Imperial guest, the Turks had made a breach in the historic and immemorial walls of Jerusalem in order to save the Kaiser the trouble of turning an awkward corner, an outrage that may have satisfied his sense of Kultur. . . . At the time I . . . described the Kaiser as the only rival of



WITH "A PLENTIFUL DISPLAY OF BOWING": THE GERMAN EMPEROR AND EMPRESS RETURNING FROM THE CHURCH OF ST. JOHN AT JERUSALEM.



ATTENDED BY "ORIENTAL MEN SELECTED ON THE BARBARIAN PRINCIPLE": THE KAISER PRESENTING HIS BLUEJACKETS WITH THE CROSS OF THE ORDER OF ST. JOHN OF JERUSALEM.



A "PERSONALLY CONDUCTED" PILGRIM: THE KAISER THANKING MR. J. M. COOK FOR HIS ADMIRABLE MANAGEMENT OF THE IMPERIAL TOUR IN PALESTINE.



IN HELMET AND HORSE, "ARMED LIKE A CRUSADER AS SEEN IN PANTOMIME": THE KAISER RIDING THROUGH JERUSALEM ON HIS WAY TO BETHLEHEM.

paragon, and in regard to the procession . . . I then wrote: 'Nothing like this has been seen since Noah came out of the Ark.' The Kaiser had arrayed himself like a Crusader as seen in pantomime—helmet, silk robe, and the other usual trappings for the part. He appeared to be in a mood of exultation, and saluted with almost epileptic fury. Indeed, it seemed to me that he imagined he had captured the city by the sword, instead of arriving there, as was the fact, as one of Cook's personally conducted tourists. . . . All these tributes to that perfection of arrangements were well deserved, but the Germans had nothing to do with it, as the whole business . . . was in the hands of Messrs. Thomas Cook and Son, of Ludgate Circus. . . . What struck me about the Kaiser in Jerusalem more than anything else was his complete lack of a sense of humor, a lack so complete as to be hardly consistent with entire sanity. The entry ceremony . . . was really ludicrous beyond description, and so were some of his subsequent performances in that city." (Drawing Copyrighted in the United States and Canada.)

GENERAL ALLENBY IN JERUSALEM: THE PROCLAMATION: NOTABLES.

OFFICIAL PHOTOGRAPH.



1. "AT THE BASE OF THE TOWER OF DAVID, STANDING WHEN CHRIST WAS IN JERUSALEM": A BRITISH OFFICER READING THE PROCLAMATION.

2. "GENERAL ALLENBY RECEIVED THE HEADS OF THE RELIGIOUS COMMUNITIES": IN THE BARRACK SQUARE AFTER THE PROCLAMATION.

"The Commander-in-Chief," writes Mr. W. T. Massey, who saw the Allied entry into Jerusalem, "had on his right the commander of the French detachment, and on his left the commander of the Italian detachment." The Italian, French, and American Military Attachés followed. . . . On the steps, at the base of the Tower of David, which was standing when Christ was in Jerusalem, the Proclamation of Military Law was read. . . . Re-forming, the procession moved up Zion Street to the barrack square, where General Allenby received the

notables and the heads of the religious communities. The Mayor and the Mufti were presented, likewise the sheikhs in charge of the Mosques of Omar and Aksa, and Moslems. The Patriarchs of the Latin, Greek Orthodox, and Armenian Churches, and the Coptic Bishop, had been directed by the Turks to leave Jerusalem, but their representatives were introduced to General Allenby, also the heads of the Jewish Committee, Syrian Church, Greek Catholic Church, the Abyssinian Bishop, and a representative of the Anglican Church.

ON FOOT, AND WITHOUT POMP: GENERAL ALLENBY ENTERS JERUSALEM.

OFFICIAL PHOTOGRAPH



THROUGH THE JAFFA GATE, KNOWN TO THE ARABS AS "THE FRIEND": GENERAL ALLENBY'S SIMPLE AND REVERENT ENTRY INTO JERUSALEM.

On December 11, General Allenby wrote from Jerusalem: "I entered this city officially at noon to-day with a few of my staff, the commanders of the French and Italian detachments, and the Military Attachés of France, Italy, and the United States of America. The procession was all on foot. . . . The population received me well. Guards have been placed over the Holy Places. . . . The Mosque of Omar and the area round it has been placed under Moslem control." Mr. W. T. Massey, who was present, writes: "There was no great pageantry of arms, no display of the pomp and circumstance of a victorious army. . . . Close by the Jaffa

Gate . . . is the wide breach made in the walls for the Kaiser's entry when he visited Jerusalem in 1898. This was not used. . . . General Allenby entered by the ancient Gate, which is known to the Arabs as 'The Friend.' The simplicity and reverence of his entry, on foot like the Caliph Omar, contrasts with the Kaiser's bombastic display. Mr. Spencer Leigh Hughes, M.P., who was there, recalls that he "entered the Holy City armed to the teeth, escorted by troops. . . . The Kaiser had arrayed himself like a Crusader as seen in pantomime."

"EVERY SACRED BUILDING . . . WILL BE MAINTAINED AS IT IS"



A CHARTER OF FREEDOM AND JUSTICE FOR JERUSALEM: GENERAL ALLENBY'S PROCLAMATION

"The following Proclamation," writes General Allenby, "was read in Arabic, Hebrew, English, French, Italian, Greek, and Russian from the steps of the citadel, and has been posted on the walls: Proclamation of Martial Law in Jerusalem.—To the inhabitants of Jerusalem the Blessed, and the people dwelling in its vicinity.—The defeat inflicted upon the Turks by the troops under my command has resulted in the occupation of your city by my forces. I, therefore, here and now proclaim it to be under martial law, under which form of administration it will remain so long as military considerations make it necessary. However, lest any of you should be alarmed by reason of your experience at the hands of the enemy who has

SAVING VENICE'S TREASURES: VERROCCHIO'S STATUE OF BARTOLOMMEO COLLEONI BEING REMOVED.

DRAWN ON THE SPOT BY LUCIEN JONAS.



THE STATUE RUSKIN PROCLAIMED AS "GLORIOUS AS ANY IN THE WORLD": VERROCCHIO'S MASTERPIECE, DISMOUNTED FROM ITS EQUESTRIAN PEDESTAL, ON A BARGE FOR TOWING AWAY.

"I do not believe there is a more glorious work of sculpture existing in the world than the equestrian statue of Bartolommeo Colleoni." So Ruskin wrote, and his words, it is acknowledged, are very near the mark. The statue is one of the treasures of Venice in regard to which exceptional measures of precaution have been taken since the Austro-German menace took serious form. The figure, as the illustration shows, has been dismounted from the horse. It was laid prone on the deck of a barge, and roped down and made secure, after which it was towed across the lagoon out to a place of safety. Its taking-down was

made a demonstration by the crowd, who shouted approval during the procedure. One old man, with tears in his eyes, kissed the feet of the statue. A lady among the onlookers, also crying, called out: "Oh, it is sad—there goes our Pallas Athena!" The statue of the famous Venetian General Colleoni was modelled in 1481, by Andre Verrocchio, Leonardo da Vinci's teacher. It was cast in bronze after Verrocchio's death by Aless Leopardi, the designer of the tall marble pedestal on which the statue stood in the centre of the Campo Santi Giovanni e Paolo.—[Drawing Copyrighted in the United States and Canada.]

FOR KING AND COUNTRY: OFFICERS ON THE ROLL OF HONOUR.

PHOTOGRAPHS BY WALTER BARNETT, C.N., MAULI AND FOX, IRMA CONNELL, ARBUTHNOT, BACON, LANGFIER, LAFAYETTE, FOULSHAM AND HANFIELD, AND HEATH.



2ND LIEUT. T. BASIL MARYON
STREETFIELD,
R. West Kent Regt. Son of Mr. Thomas
Streetfield, M.D., Folkestone.



CAPTAIN J. N. F. GIXLEY,
Grenadier Guards. Has been officially
reported as having been killed in
action.



CAPTAIN G. NORMAN BERNEY,
Herefordshire Regt. Son of Mr. and
Mrs. George Berney, Hill House,
Wimbledon.



2ND LIEUT. MAURICE SEYMOUR-
ISAACS,
Border Regt. Son of Rev. H. and Mrs.
Seymour-Isaac, Alexandra Park.



LIEUT. DEREK E. L. V.
BAUMER,
R.F.A. Son of Mr. and Mrs. Leo
Baumer, Grosvenor Place, St. James's Wood.



LIEUT.-COMMANDER ALAN
CAMPBELL,
R.N. Son of the distinguished actress,
Mrs. Patricia Campbell. Killed in action.



2ND LIEUT. HAROLD E.
JOBLING,
Leinster Regt. Son of the late Major
Alfred Jobling, York and Lancaster Regt.



LIEUT. G. R. M. STANBURY
TAYLOR,
R.F.A. Son of Mr. R. Wright Taylor,
of Stone Buildings, Lincoln's Inn.



FLT.-LIEUT. FORD STUART
STRATHY,
R.N.A.S. Son of Mr. Stuart Strathy, of
Toronto, Canada.



2ND LIEUT. DOUGLAS ST. GEORGE
PETTIGREW,
Sherwood Foresters. Son of Mr. and
Mrs. Pettigrew, 4 Denbigh.



LIEUT. GEORGE W. TAYLOR,
R.F.A. Only son of Captain John
William Taylor, Carshalton, and grand-
son of Sir James Graham Brown, J.P.



LIEUT. G. WALPOLE W. DENMAN-
DEAN,
Son of the Rev. and Mrs. R. Denman-
Dean, Woodbridge Rectory, Suffolk.



CAPTAIN JOHN COLLIE KINMONT,
Cameron Highlanders (attd. Tank Corps)
Son of Mr. John Kinnmont, S.D.C., Edin-
burgh.



CAPT. GUY LIVINGSTONE BOD-
DINGTON,
Warwickshire Regt. Reported wounded
and missing Dec. 26, 1917. Now dead.



2ND LIEUT. R. H. SECRETAN,
Hertfordshire Regt. Has been officially
reported as having been killed in
action.



2ND LIEUT. E. J. WARD,
R.F.A. Son of Mr. and Mrs. J. Ward,
of Ormeau, Graaf Reinet, Cape Colony.
S. Africa.



2ND LIEUT. BRUCE HECKFORD
SELLON,
London Rifle Brigade. Officially reported
as killed in action.



CAPT. DENNIS S. HOWARD, M.C.,
Royal Field Artillery. Has been
officially reported as having been killed
in action.



LIEUT. RUSSELL WINNICOTT, M.C.,
R.F.C. Son of Alderman and Mrs. R. W.
Winnicott, of Plymouth. Officially re-
ported killed in action.



LIEUT. NORWOOD McLEOD,
Canadian Field Artillery, attd. R.F.C.
Son of Mr. and Mrs. Henry Collingwood
McLeod, of Toronto.

46 Generals and 9 Admirals!

Impressive Facts about "Pelmanism."

THE remarkable extent to which the new movement—Pelmanism—is being adopted by officers and men affords impressive reading.

There could, indeed, be no finer or more convincing evidence of its intensely practical value than the fact that over 15,000 British officers and men (Naval and Military) are studying it whilst on active service. This includes 46 Generals and 9 Admirals! All correspondence being confidential, no names can, of course, be published.

From time to time the announcements made by the Pelman Institute have included some of the more interesting letters from officers at the Front or with the Grand Fleet, giving more or less precise particulars of the direct benefits accruing to them from the adoption of Pelman principles. Promotion, distinction, increased efficiency, a keener zest for work; self-confidence, individuality, judgment, decision; a perfect memory (most valuable of qualities in this super-scientific war), concentration—these are some of the benefits daily recorded. Small wonder that a distinguished General writes that "the value of the Pelman Course can hardly be exaggerated." His letter, with others of special interest, will be found below.

Business and professional men are equally appreciative. The benefits of Pelmanism are so clearly apparent (and so invariable) that scepticism and prejudice have vanished. The facts recorded, by students of the Course themselves, dispose of all doubt or question as to the value of "Pelmanism."

If there is a reader of THE ILLUSTRATED LONDON NEWS who has not yet received a copy of *Mind and Memory*, in which the principles of Pelmanism are explained at length, and in which a full synopsis of the Course is given, he (or she) should write for this brochure to-day. It will be sent, gratis and post free, together with a full reprint of *Truth's* outspoken report on the work of the Pelman Institute, upon application to the address given at the foot of this page.

A Distinguished General's Verdict.

One of the most emphatic endorsements that the Pelman Course has ever received comes from a distinguished General with the B.E.F. He says:—

"The value of the Pelman Course can hardly be exaggerated. I agree it should be nationalised."

Following upon the remarkable letters recently published, in which Colonels, Majors, and Captains (both Army and Navy) have attributed their promotion, and, in some cases, their distinctions, to Pelmanism, the General's pronouncement is of special significance.

For the benefit of those readers of THE ILLUSTRATED LONDON NEWS who have not already seen the letters referred to, they are reprinted here.

"The Unsoldierlike Sub."

The first is from a Captain with the B.E.F. We give his letter in its entirety:—

"I should like to call your attention to the facts of the story of my Pelman Course."

"When I began I was looked upon with disfavour by the C.O. of my battalion at home as being a sleepy, forgetful, and unsoldierlike sub. When I began your Course my star began to rise—I had the ability, but had not been able to use it. I left the home battalion with my C.O.'s recommendation as being the best officer he had had for more than a year, and came to France."

"I was then appointed as a second lieutenant to command a company over the heads of four men with two 'pips,' and have now three stars and an M.C."

"That I was able to make use of my abilities so successfully I attribute entirely to the Pelman System."

That his is not by any means an isolated case is shown by the next letter, which is remarkable for its brevity. It is also from a Captain, who, in response to the question, "What have you gained from Pelmanism?" replied:—

"Three Stars
A Military Cross and
A Clearer Head."

Another officer suggests that the announcements made by the Pelman Institute err on the side of modesty. He writes:—

"One great point in favour of your system which, if I may say so, you do not make enough of in your advertisements, is the cumulative benefit accruing."

"As far as I can see, once having got on the right track and rigidly following the System, there should be no limit to the ultimate mental capacity obtained."

Each letter supplies its own adequate comment. Take the epistle of a Lieutenant-Colonel, who, writing from Salonika, says:—

"As a direct consequence of Lesson Two—I have got a step in rank."

Similarly, a Major attributes his promotion and his D.S.O. to Pelmanism; the Captain of a fine cruiser thanks Pelmanism for his command, having been promoted by selection over the heads of senior officers!

There is, in fact, a bewildering mass of direct testimony to the value of the Course from every rank and from every unit of the British Army and Navy.

It is not always promotion that is the object of those who take up the Pelman Course. Here is a letter which presents another phase:—

"The Course has prevented me becoming slack and stagnating during my Army life—this is a most virulent danger, I may add. It inculcates a clear, thorough, courageous method of playing the game of life—admirably suited to the English temperament, and should prove moral salvation to many a business man. 'Success,' too, would follow—but I consider this as secondary."

Easily Followed by Post.

To the uninitiated it may well appear impossible that such remarkable results can be obtained in a short time as a consequence of half-an-hour a day for a few weeks spent in studying lessons. Yet it is the bare truth, and it should help readers to realise what a tremendous force for personal betterment "Pelmanism" is.

As a reader of the Course recently wrote:—"If people only knew, the doors of the Pelman Institute would be literally besieged by eager applicants."

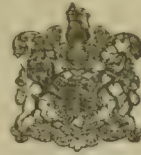
Following the intensely interesting lessons and exercises the students of Pelmanism rapidly develop a brilliant Memory, strong Will Power, complete power of Concentration, quick Decision, sound judgment, an ability to Reason clearly, to converse attractively, to Organise and Manage, and to conduct their work and social duties with Tact, Courage, Self-Confidence, and Success. All mental weaknesses and defects are, on the other hand, eliminated—such as Mind-wandering, Forgetfulness, Weak Will, Aimlessness, Bashfulness, Self-consciousness, the "Worry Habit," etc.

Over 250,000 Men and Women.

The Pelman Course has already been followed by over 250,000 men and women. It is directed through the post, and is simple to follow. It takes up very little time. It involves no hard study. It can be practised anywhere, in the trenches, in the office, in the train, in spare minutes during the day. And yet, in quite a short time it has the effect of developing the mind, just as physical exercise develops the muscles, of increasing your personal efficiency, and thus doubling your all-round capacity and income-earning power.

A full description of the Pelman Course is given in *Mind and Memory*, a free copy of which (together with *Truth's* special supplement on "Pelmanism") will be sent post free to all readers of THE ILLUSTRATED LONDON NEWS who send a post-card to The Pelman Institute, 53, Wenham House, Bloomsbury Street, London, W.C. 1.

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To ensure fair and regular distribution every grocer and store in the United Kingdom who deals with us has received, or can obtain from us, a supply of Nestlé's Milk Allotment Cards. Ask for one.

THE RICHEST IN CREAM.
CASH PRICE 1/1½ PER TIN,

at which it can be sold only because we restricted sales, when fresh milk was plentiful, to enable us to supply the public at a low price during the winter, when fresh milk is scarce and dear.

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Player's Medium Navy Cut - - - } 8½d.
Player's Tawny Navy Cut - - - } 8½d.

PLAYER'S "WHITE LABEL" NAVY CUT - 7½d.

Also PLAYER'S NAVY CUT DE LUXE (a development of Player's Navy Cut) packed in Airtight Tins

2-oz. TINS

1/9



4-oz. TINS

3/6

Player's Navy Cut Cigarettes

HAVE A WORLD-WIDE REPUTATION

They are made from fine quality Virginia Tobacco and sold in Two Strengths—
MILD AND MEDIUM

MILD (Gold Leaf)

MEDIUM

100 for 4/6 50 for 2/3 100 for 3/5 50 for 1/9½
24 for 1/1 12 for 6½d. 20 for 8½d. 10 for 4½d.

IN PACKETS AND TINS FROM ALL TOBACCONISTS AND STORES

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JOHN PLAYER & SONS, Nottingham

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Branch of the Imperial Tobacco Co. (of Great Britain and Ireland) Ltd.

MONTE CARLO.

ANOTHER year has passed away. Seated under the belvedere overlooking the court of the railway station, one seems to have but one reminiscence of the past, recalled by the absence of that welter of passengers alighting from special trains which brought down visitors from every European capital, and of that conglomeration of vehicles ready to whisk away travellers to hotels and villas. There is the same warm sun. No change has taken place in the gardens. They are as enchanting as ever, and there may be some consolation for those who have formed an attractive programme for the season's amusements of 1918, in that the admirable manner in which they have catered for the delectation of visitors whose honourable costume stamps them as among the champions of the just cause, assigns them the rôle of the Peri at the gates of Paradise. Such visitors can get a peep at the shrine of Fortune through the swinging doors which give exit to those who are the victors and vanquished of the capricious jade, but they can make neither libation nor sacrifice until they return, with the laurels of the victor, bringing us peace and plenty. In other words, the management has strictly adhered to the rules drawn up when the Casino was opened, refusing admission to everyone in uniform—military, naval, or clerical. This principle has become as the laws of the Medes and Persians, notwithstanding the assertions of more than one of those emulators of De Rougemont who aver the contrary. Concerts, theatrical and operatic performances are void of restrictions. There are plenty of indoor amusements for men in uniform to add to those found on the golf-links, in the tennis-courts, or at the matinées of the cinema opposite the International Sporting Club.

Amateurs of both classic and modern music will not refuse the flattering verdict passed in favour of the orchestra chosen by M. Jehin, which attracts visitors from all parts of the Riviera. M. Gunzbourg, the impresario of the operatic season, is now busy drawing up that programme keenly appreciated by those who have often journeyed from distant parts of Europe, to listen to the recent productions of well-known composers rendered by singers of repute, and by those who, having the gift of song, appear on the stage of Monte Carlo to court public assent to the opinion of their

talents implied by such a popular maestro. Even in these times of storm and stress, when our appetites, tastes, pleasures, and minor comforts are hampered by controulers, those who have

taken refuge under the banner of the Grimaldis enjoy privileges denied them elsewhere. The dramatic entertainments have been confided to M. Canaple, who is one of the most assiduous of the "first-nighters" of drama, tragedy, and light comedy at Parisian theatres. His judgment coincides with the verdict of the cosmopolitan audience, and as *ami de la maison*, he has given of his best at a moment when everyone sickens for the spice of life dulled by the vicissitudes of a wearying war, however certain that victory will await the efforts of the Allies. Arrangements for farce and a lighter vein of comedy have been entrusted to M. Comte-Offenbach, whose patronymic offers an assurance that in his department, some of the "old boys" who still cherish Imperial tradition, may yet be reminded of those days when Paris was the gayest city in the world, and the *Journal de Monaco* announced that Mlle. Schneider, the "Grande Duchesse," had arrived within the Principality! The journey was long and tedious. The great Society arbitress, "Mrs. Grundy," had declared Monte Carlo taboo. She has had to strike her colours to public opinion.

As a social resort prior to the war, the Principality and its immediate neighbourhood was a thorn in the side of Cannes. Up-to-date hotels have been built, and the arrangements made for the accommodation of those who wished to be on the scene of action and drain the cup of pleasure filled to the brim by the enterprise of the management, may claim that every desire the human heart can conceive can be satisfied in the Principality, the flower garden of Europe, the once barren patrimony of the House of Grimaldi. Unfortunately the fashionable gathering on the banks of the Var, which was established in 1869, witnessed no racing in 1871 owing to the Franco-Prussian War. The added money at that period, amounting to £1500, had been quintupled in 1914, when the last meeting was held. The Nice Races on the banks of the Var were a most important function. They represented a Fashion tournament in which the *belle Nigoise* and her Italian half-sister vied with their cosmopolitan guests in originality of dress; costume, bonnet, and parasol giving a charming aspect to the stands on the race-course, while the paddock and weighing-enclosure presented a choice gathering of the most popular among cosmopolitan owners and breeders.



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THE TERRACE AT MONTE CARLO.



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Give them, therefore, the solace of the tiny Night Light and ensure untroubled slumbers. For Night Lights banish fear.

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1/2 for 20

Also in boxes of 50 & 100

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"Swan" Fountpens are constructed on scientific lines, and made for a lifetime's service. They do not leak, and write with unequalled smoothness. Every "Swan" is sold with a guarantee.

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Bell's THREE NUNS TOBACCO

A pipe of "Three Nuns" lends an added zest to the pleasures of relaxation—it stimulates a little, and gives a double edge to one's capacity for enjoyment . . . if one plays the better for the stimulus of this excellent tobacco, one works the better for it also. . . .

A Testing Sample will be forwarded on application to Stephen Mitchell & Son, Branch of the Imperial Tobacco Co. (of Great Britain and Ireland), Ltd., Glasgow.

"King's Head" is similar but stronger.

BOTH ARE OBTAINABLE EVERYWHERE.

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"THREE NUNS" CIGARETTES

Medium, 4½d. for 10; 9d. for 20.
1/9½d. for 50 in cardboard boxes. No. 5.

How Arthur Bourchier conquers Headache.



Probably no actor on the British stage so thoroughly "assimilates" the actual character of his role as does Mr. Arthur Bourchier.

His triumph in the part of Bairnsfather's famous "Old Bill" is indisputable, and ranks as one of his chefs d'oeuvre—not only by reason of his keen study but by the artistic genius which permeates his entire rendition.

Acting is always hard work, and the strain on the nerves is very pronounced, but when "Old Bill's" head aches he knows of a dug-out "Daisy"—as Mr. Bourchier's characteristic letter shows.

Daisy Tablets are sold by Boots, Taylor's, and Chemists everywhere at 1/3 per box, or direct (post free) from Daisy, Ltd. (Dept. T 13), Leeds.

Oxford Theatre,
Oxford Street, W.

Dear Sirs,

Not often, but now and then, I run into a headache, and I don't like it at all.

Thanks, however, to your "Daisy" tablets, I can always turn the table on the foe and get him to shout "Kamerad."

Really, "Daisy" tablets are a fine antidote for such troubles, and Old Bill says, "If yer knows of any better headache cures, stick to 'em."

You have my full permission to publish this letter, and also my photograph.

Yours very truly,

(Signed)

Arthur Bourchier

DAISY
TABLETS
Cure Headache & Neuralgia.
TREATISE & SAMPLE FREE.

If you would like to try them at our expense, send us your name and address on a postcard, and we will send you FREE a dainty box along with a very interesting scientific booklet on the cure of head and nerve pains of all kinds. Write to-day to DAISY LTD., Dept. T 13, LEEDS.

Lotus

THIS month, a few pairs of these waterproof service boots are being sent to each of the shops appointed in every town to sell Lotus, and every pair is being sold, under strict Government orders, to fighting men at home.

The remainder of these low leg boots and all the high leg, the field boots, whilst supply is so short, are going direct to men at the front.

Their orders, whether sent by post direct to their old shops at home or through their parents or friends, are always executed and usually by return of post.

The boots are guaranteed to keep the feet warm and dry, when "Lotus" is found branded on the soles.

Letters
Lotus Ltd., Stafford
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Agents everywhere



Guaranteed Waterproof
No. 350 Low Leg . 55/-
No. 361 High Leg . 55/-

"THE MONARCHY IN POLITICS."

AN ingenious effort is made by Mr. J. A. Farrer in "The Monarchy in Politics" (Fisher Unwin) to exhibit the Crown as an inevitable partisan. "Except in matters indifferent," says the author, "the Crown is bound to lean to one party or the other." As an illustration of the manner in which its social influence may be thrown into the scale against any particular measure, he cites the history of Home Rule in 1886 and 1895. The fact, however, is that it was not the Sovereign, but the Commons, the Lords, and the people who stood in the way of that policy. The first Home Rule Bill was rejected by the House of Commons in 1886 and its rejection was immediately endorsed by the country; the second Home Rule Bill was thrown out by the Peers in 1893, and at the General Election in 1894 its authors were sent into the political wilderness from which they did not emerge for ten years. Fortunately, the value of Mr. Farrer's book depends not on the thread of its contention, but on the interesting narrative which is supplied by a great number of connected extracts from the letters, memoirs, diaries, and speeches of statesmen, and the communications of Sovereigns to their Ministers. It begins abruptly with George the Third, and ends necessarily with Queen Victoria. The story of George the Third's efforts to rule Parliament by corrupting it through his friends, is still as piquant as it is familiar. George the Fourth's obstinacy against Catholic emancipation, we are told, "showed monarchy at its worst." On the other hand, in the case of William's dismissal of the Melbourne Ministry, the author says that, "given the King's position and opinions, it is difficult to condemn his action." The publication of the Letters of Queen Victoria showed that her supervision of policy, especially in foreign affairs and Army administration, was more constant than people as a rule had known. Mr. Farrer refers to the Queen's Austrian sympathies in the struggle with Italy, and to her Prussian sympathies in the struggle over the Duchies. It is well



THE WESTERN FRONT: A BIG ENEMY AEROPLANE BROUGHT DOWN IN OUR LINES.

The photograph shows the body of the machine, which was built to hold six. British Official Photograph.



WITH OUR TROOPS IN ITALY: A GERMAN AEROPLANE WHICH FELL IN OUR LINES AND TURNED OVER—THE CREW WAS CAPTURED.—[British Official Photograph.]

known, however, that the country owed much to her restraining influence at more than one international crisis, and that on several occasions by her intervention she lessened friction in domestic politics. "Much as she loved the country," says Mr. Farrer, "she loved the Monarchy more." The Queen's love of the Monarchy was natural, and to contrast it with her love of the country is invidious. The honour of her realm was her 'supreme' object, and however much she may have been influenced on certain questions by family feeling, she set up a new standard of constitutional propriety. That standard was followed by her son, Lord Morley, in his "Recollections," mentions that, on one Indian matter, King Edward made earnest "but extremely kind remonstrance," and on another subject was very much in earnest, "but not for an instant did he press his point with an atom of anything like overweening insistence." The constitutional correctness of the present Sovereign in difficult circumstances has been attested by Mr. Asquith, who is the highest authority on the point. Great influence is still exercised by the Crown, but power and responsibility lie with the Ministers.

That always enterprising firm, the manufacturers of "Viyella"—one of the most useful and deservedly popular fabrics, and one of the most adaptable—are sending out a very neat pocket-book for the year that has just begun. It is well got-up, with pages for cash account, memoranda, and calendar, an insurance coupon, and a résumé of notable events in the war. It is useful in itself, and should increase the public appreciation of the admirable material which it will serve to recall to the minds of those who carry it throughout the year. All-wise women appreciate "Viyella," and will also appreciate this timely reminder. The material is of an attractive character, alike in substance, appearance, and adaptability to many purposes, as it is also inexpensive.

The Great Eastern Railway Company are announcing that on and from Feb. 1, 1918, they will discontinue to supply sea water.



"Before you set to work on your new duties, please take this Cameron Pen. There's nothing in my firm that isn't up-to-date—machinery or men. We save our time by every method that we can—and not the least of helps to us is the Cameron Safety Self-Filler. It's light to hold, pleasant to use, writes rapidly and smoothly, has a nib to suit each style of writing, and is simplicity itself to fill. No hunting for fillers or special ink-bottles—you simply dip it into any ink-bottle—press the bars, and it's instantly ready for service again. The Cameron saves your time and temper—it saves me money. And so be sure you always use a Cameron Pen."

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Safety Self Fillers

With Waverley, Hindoo, "J," Bankers, and Normal Nibs, 15/-. Of all Stationers. Macniven & Cameron, Ltd., Waverley Pen Works, Birmingham. London: 30, Shoe Lane, E.C. 4. Edinburgh: 23, Blair Street. Glasgow: 13, West Regent Street. Paris: Kirby, Beard & Co., 5, Rue Auber.

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"From a great illness one comes to a great health."

THAT brave old French proverb is particularly true of patients fed on Sanatogen; not only is their convalescence shortened, but in many cases they enjoy a remarkable increase of health and vigour which makes their illness seem a blessing in disguise.

For Sanatogen adds enormous reinforcements to the fighting powers of the body, and so acts as Nature's most powerful ally in the great recuperative "push" which she makes after disease has exhausted its offensive.

Here is a striking case in point, typical of many others which have been vouched for by doctors and patients.

Marvellous help from Sanatogen after extreme Nervous Illness.

"I send my sincere gratitude for the marvellous help I have derived from Sanatogen," writes Mrs. Amelia Barr, the well-known novelist. "When I commenced it seven weeks ago I was in an extremity of nervous weakness brought on by long continued mental work, accentuated by a bad fall. Slowly at first, but surely, it steadied and strengthened me, until now I again have my usual good health."

Once you have taken Sanatogen yourself, or seen its effects in someone dear to you—once you have had that vivid flesh-and-blood

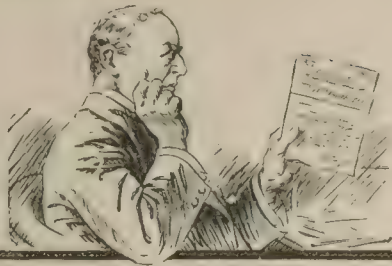
proof of the splendid bodily re-ascension which it accomplishes—then your one regret will be that you did not try it earlier.

Don't postpone that trial a day longer, but go to the chemist's now—before you forget it—and buy enough Sanatogen to last you for a few weeks' regular use. (It costs from 1/9 to 9/6, which works out at only twopence per dose—less than tea, coffee, alcohol or tobacco!) But be sure you get the genuine original Sanatogen, which is owned and manufactured solely by us and bears our name and address on the label.

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At one typing, two—three—four—any number of departmental instructions can be completed; every copy is clean and accurate, and all additions or corrections appear on each.

Carbotyp is one of the K & J Ideals that makes the individual Efficient, and so helps toward the Efficiency of the Nation.

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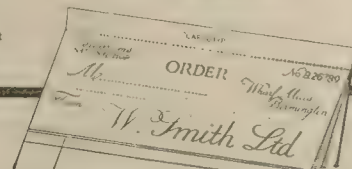
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THE BURFRON winds round the figure without leaving openings anywhere to admit water, and is held together securely by a button at the neck.

A belt has two advantages: (1) it snugs the coat down in cold, blustery weather; and (2) gives it a smart Service appearance.

Officers' Complete
Kits in 2 to 4 Days
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Special offer of Military Short-Warm-lined fur, usually 9, 10 and 12 Gns. now 4, 5, 6 and 7 Gns. and Service Great Coats, usually 6 Gns. now 3 1/2 Gns.

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NEW NOVELS.

"An Autumn Sowing."

It looks as if Mr. E. F. Benson's intentions in "An Autumn Sowing" (Collins) had been modified as the story took possession of his pen. Certainly we expected to hear more of Mr. Keeling's sons, and not to find Keeling and the dull daughter dominating so completely the later chapters of the book. The family party at the outset gives promise of family politics to follow; but this expectation is not fulfilled. Hugh and the brother who marries fade away. Nothing more is heard of the young couple; and Alice and a peculiarly tenuous young clergyman, who is much less a type than a caricature—step forward, toeing the line with Keeling's belated love for his typist. The relationship of the last two people gives Mr. Benson his opportunity for rising to the level he has led us to expect from him—a level that, to be quite frank, is not uniformly kept in the rest of the book. Mrs. Keeling is a good study, but the writing—in Mrs. Keeling flags. It is significant of Mr. Benson's command of his art, however, that though we may suspect him of weariness, and a mood out of conceit with the creation of these provincial people, he has written a novel which is alive, and active in its claims on a reader's attention and interest.

"Mistress India before of Men."

The history of the rule of the English should be a gold-mine to writers of romance, but, so far as we know, it has been left hitherto unexplored. Who writes the adventures of De Boigne or Skinner into their fiction? Mrs. F. A. Steel breaks fresh ground for novelists in "Mistress of Men" (Heinemann), when she goes back to the love of the Emperor Jehangir, father of that Shahjahan who built the Taj to the memory of a woman. Jehangir's Empress was Nurjahan, Light of the Palace, until he renamed her Nurjahan, Light of the World, in adoration of her wit and beauty. Taking her entirely from Mrs. Steel's book, she appears to have been one of those women who stand out in the histories of nations by reason of

exceptional charm and exceptional brilliancy. She was old for an Eastern woman when Jehangir won her after years of unrequited desire, but her fascination was undimmed. She never fell under the complete mastery of the supreme passion. She left that to her lovers—hence the power she wielded. A woman who dotes gives herself into the hands of the man who possesses her; but Nurjahan was the mistress and queen of men. Mrs. Steel's book is full of interest, and may startle people into realising how great is their ignorance of the

servant, and was later to become the wife of another man. There was a misunderstanding, commoner in novels than in real life, which enabled her to commit bigamy without knowing that she had done it, and her true lover to marry her without suspecting her eventful history. It all goes to make up a good story, one that can be imagined with Hugh Thomson illustrations of ladies in large bonnets and little slippers, and gentlemen heavily bandaged by prodigious neckcloths, and wearing a bunch of seals. "Honour Among Thieves" is not the sort of romance that can be suspected of ending badly, and those who read it will find themselves provided with light and pleasant entertainment.

"Hawk of the Desert."

Miss Mitton, whose heroine was once a bachelor girl in London, conducts the new romance in the heart of an Egyptian desert, with camels and colour, and adventures, all to match. "Hawk of the Desert" (John Murray) is lively, and as full of hair-breadth 'scapes as an egg is full of meat. To begin with, there is an intriguing German bent on the corruption of the tribes—no, even before he takes the stage we have the rumour of the white baby who is swept away on the wave of a massacre of Europeans. She duly appears later to save her long-lost and British-bred brother and his fellow-prisoners from a gruesome fate at the hands of the wicked German. If you want to read a straightforward novel of action, with thrills and a strong interest, you cannot do better than allow yourself to be wafted on the leaves of "The Hawk of the Desert" to the sands and the date palms, the Eimbashis and the sheikhs, the wells and the zerebas of Miss Mitton's Africa.

Despite the shortage in many materials, the Royal Mail Steam Packet and the Pacific Steam Navigation Companies have adhered to their courteous custom of sending out seasonal greeting cards, accompanied by an excellent leather pocket-case for Treasury notes. Upon the card is a picture of the Companies' new offices in Buenos Aires.



ON THE WESTERN FRONT: ROYAL FIELD ARTILLERY PASSING THROUGH A VILLAGE.

British Official Photograph.

high civilisation and the magnificence of the Court of Akbar's successors.

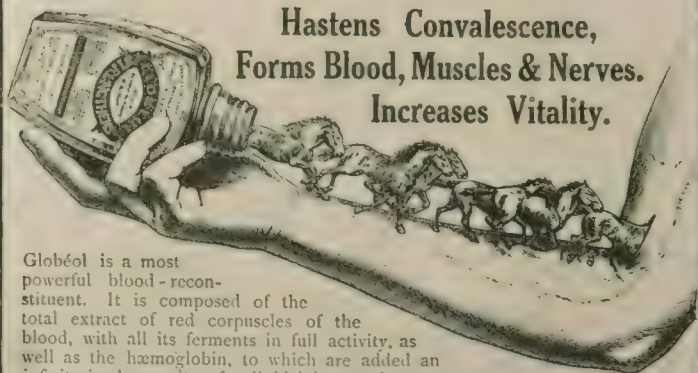
"Honour Among Thieves."

The title of Miss Gabrielle Festing's new novel, "Honour Among Thieves" (Blackwood), is no great matter—a dozen others would have fitted the story as well. It is a pretty and romantic tale of a girl-bride who slipped out of the coach on her honeymoon journey, some time in the reign of George III., and was supposed drowned by a good-for-nothing husband and his worthless circle. Meanwhile, the little Honor had hidden herself as a farm-

GLOBEOL

A Powerful Tonic.

Hastens Convalescence,
Forms Blood, Muscles & Nerves.
Increases Vitality.



Globéol is a most powerful blood-reconstituent. It is composed of the total extract of red corpuscles of the blood, with all its ferments in full activity, as well as the hæmoglobin, to which are added an infinitesimal quantity of colloidal iron and manganese in order to re-enforce its beneficial effect on all sufferers from poorness of blood with its attendant evils.

Globéol is being regularly prescribed by physicians in this country and abroad in all cases that call for energetic measures to restore strength and vitality to the system when it is weakened through disease, hæmorrhage arising from any cause whatsoever, anæmia, malnutrition, overwork, mental strain, nervous exhaustion, etc., etc.

Moreover, Globéol is always well tolerated, inasmuch as it contains no drug or substance that can cause discomfort, even to the most delicate constitution. It is free from the usual disadvantages possessed by the majority of ferruginous preparations (digestive disorders, constipation, discolouration of teeth, etc.). It can be taken without risk by persons with a weak heart—in fact, Globéol has been styled "the tonic of the heart," seeing that it facilitates its functions by supplying it with pure, rich, healthy and buoyant blood.

Tubercular patients also derive benefit from Globéol, as it increases the power of resistance of the organism, and thus gives the sufferer a more favourable chance of fighting against the invasion of Koch's bacilli.

Price 5/- per bottle. Prepared at Chatelain's Laboratories, Paris. Obtainable from all Chemists, or direct, post free, from the British and Colonial Agents, HEPPELIS, Pharmacists, 163, Piccadilly, London, W. 1, from whom can also be obtained, post free, the full explanatory booklets, "Scientific Remedies," and "Treatise on Diet."

URODONAL

Renews Youth

Every woman will welcome the advice to retain her beauty, youth, and fresh complexion, but the majority will merely shrug their shoulders and protest that, much as they would like to be endowed with eternal youth, nothing can prevent the ravages of time.

Why is it that so many women look old before their time? The trouble is not due to superficial causes only, for grey hair, flaccid tissues, increasing stoutness, discolouration of the skin, blemishes, wrinkles, etc., etc., are all caused through poisoning of the blood, especially with uric acid, which is the cause of premature old age and arterio-sclerosis, the numerous symptoms of which commence to appear, viz.: shortness of breath, drowsiness after meals, headache, giddiness, loss of memory, impaired eyesight, palpitation, etc.

Even as early as at 30 years the symptoms of arterio-sclerosis (hardening of the arteries) sometimes occur. The necessary measures should immediately be taken in order to dissolve and eliminate the uric acid, otherwise continual ill-health ensues, degenerating into chronic disease, premature old age, and untimely death.

Science, however, which has discovered the origin of arterio-sclerosis, has also found the remedy: URODONAL, which dissolves uric acid as easily as hot water dissolves sugar. It has been said that people need not die before they wish; they need not grow old either unless they wish it, for URODONAL is at their disposal for destroying the cause of premature old age, so that if care is taken to eliminate the uric acid as fast as it is formed, by the regular use of URODONAL, instead of the arteries being brittle and hard, they will remain soft and pliable as india-rubber, and perfect health will be the result.

After a course of URODONAL the skin takes on a rosy hue and becomes supple, smooth, and firm; the flesh is flexible and firm; the pulse is strong and active; rich blood conveys heat and energy throughout the body, thereby stimulating the healthy functioning of the different organs. URODONAL imparts renewed youth and vitality to the whole system.

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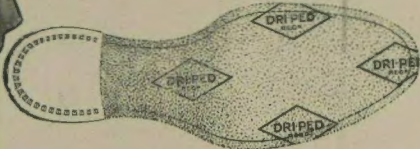
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"Dri-ped" is the best leather on earth for soles because it never lets your foot slip or get the least bit wet; it's flexible and waterproof.

If the purple diamond "Dri-ped" mark isn't on every few inches of it, then it's somebody's substitute.



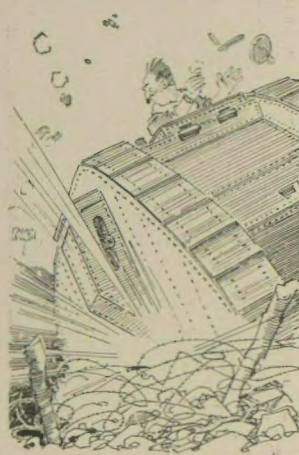
Write for booklet that will help you make your shoes last longer to "Dri-ped" Advt. Department, County Buildings, Cannon Street, Manchester.

Sole Manufacturers—
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THE SUPER LEATHER FOR SOLES

Do Your Damnedest!

—to give your boys refreshing comfort amid their present discomforts. Send them **McClinton's Shaving Soap or Cream**—made entirely from pure vegetable oils and plant ash, thus yielding an exquisitely mild, rich and creamy non-drying lather which immediately softens the beard and ensures a refreshingly clean, close shave and the skin left smooth and plastic.



Hibernia, in Sticks . 1s.
Exquisite, " . 9d.
Shaving Cream, in Pots or Tubes, 9d. & 1s.

Preparatory to the attack before Cambrai, the Commander of the Tank Corps signalled his Captains, "England expects every Tank this day to do its damnedest!"

McCLINTON'S Shaving Soaps & Cream

INCLUDE in your parcel a 3-Tablet Box of Colleen Soap, 1/3; a Tube of Dental Cream, 9d. and 1/-; a Tube or Pot of Toilet Cream, 1/-.

FREE.—A generous-sized sample cake of the famous Colleen Soap, together with a copy of "The Colleen Book of British Beauty" sent on receipt of 2d. for packing and postage.

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**THE PRICE OF
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HAS NOT BEEN
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Gong Soups are satisfying and sustaining, as rich as home-made soups and much easier to prepare. They are a godsend in the home in these days of food scarcity and high prices.

12 VARIETIES. **2d. PER PACKET.**

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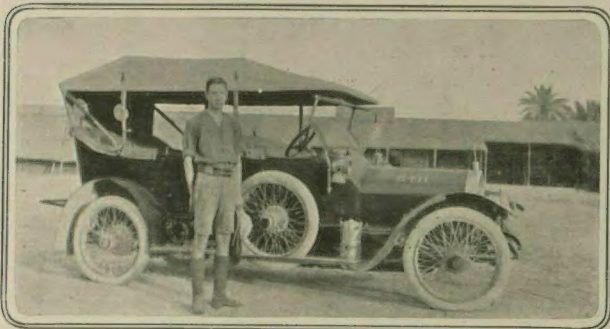
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THE CHRONICLE OF THE CAR.

Unrest in the
Motoring Camp.

Undoubtedly a great deal of dissatisfaction exists among the motoring community on account of the apparently negative attitude of the R.A.C. and the A.A.



A MOTOR FOR ALL CLIMATES: A WOLSELEY CAR IN MESOPOTAMIA.

There is no part of the world where the Wolseley car is unknown. Our photograph shows one of the cars doing its work in Mesopotamia, in a temperature of 121-6 in the shade.

towards the legislative and restrictive disabilities under which the motorist has been labouring since the war. I hear talk of meetings being called to discuss the *laches* of these bodies, and to devise ways and means of bettering the conditions as and when that becomes possible. I must say at once that I am not at all in sympathy with the shape taken by this movement—for movement it in truth is.

In the first place, I am afraid I cannot see wherein the bodies which are the subject of so much criticism could have done more than they have. If it were the motorist who alone was suffering from restrictions imposed by a wicked Government, which had singled him out for invidious treatment, and the representatives of automobilism had calmly acquiesced in it all, then I should be as anxious for their heads as anyone. But when we come to regard the matter as, I submit, it should be regarded, we are forced to the admission that we as motorists are suffering no more in our own particular sphere than a great many

other classes of the community. It is all a question of sacrifice to the needs of the war, and that is the way, and the only way, we ought to look at it. And what is it, after all, that the representative bodies might, or could, have done to secure an easement of the position? What is it they have done which they ought to have left undone?

So far as my knowledge of things is concerned, the answer to the first question is that they could not have done any more than they have— which, when the truth comes to be known, is really a great deal. I have no hesitation in asserting that, bad as the position is, it would have been worse had it not been for the efforts put forth by the much-abused associations. At the very least, it can be said that the lowest ebb of motoring would have been reached many months before it was had the associations allowed everything to go by default. So far as concerns the second query,

I agree that the interference of the A.A. in the gas business was ill-judged and officious. There was not the slightest need for it, and the result is as we know. Still, in common justice to the A.A., it must be conceded that what has happened would in all probability have come to pass before very long. So, after all, the counts upon which these bodies are to be held guilty of the "betrayal of the motorist" are not of such very grave importance as some would ask us to believe.

The Real Remedy. While I refuse utterly to subscribe to the doctrine that we have

been betrayed by those to whom we have committed our interests, I nevertheless agree that it is a good thing that we should examine the state of health of the body politic with a view to making a good start after the war. There is a section, and by no means one that is negligible, which holds to the view that the one issue out of all our troubles is in the foundation of some new body which shall be more truly representative of all the interests of automobilism than those which at present exist. That is to say, they are prepared to throw overboard all the work, all the experience, all the understanding of the many problems surrounding the use of the mechanically propelled vehicle on the highway, and to begin all over again. To my way of thinking, that is the spirit of reform run mad. We do not want a Bolshevik movement within the ranks of automobilism. But we cannot go back to the administration of our motoring affairs which subsisted before the war. To give it its kindest description, it had grown stale. I

(Continued overleaf.)



A NOTABLE "TANK BANK" ACHIEVEMENT: "WELL DONE BIRMINGHAM"

Our photograph shows Sir Hallowell Rogers, the well-known Chairman of Birmingham Small Arms Company, Ltd., handing a cheque to the Lord Mayor of Birmingham, for over £100,000, representing the purchase of 140,000 War Savings Certificates for employees of the Birmingham Small Arms Company. Sir Hallowell is Hon. Colonel, 3rd South Midland Brigade, Royal Field Artillery, and Member of the Advisory Committee of Commercial Intelligence to the Board of Trade.



FOR THE NURSE AND MUNITION WORKERS.

Now so many ladies are engaged in nursing our wounded soldiers and doing all kinds of rough and dirty work in the National cause, they find it a matter of considerable difficulty to keep their hands nice. The continual use of water ruins the skin and makes the hands rough and harsh. The way to avoid this trouble is to apply a little La-rola every time the hands are washed.

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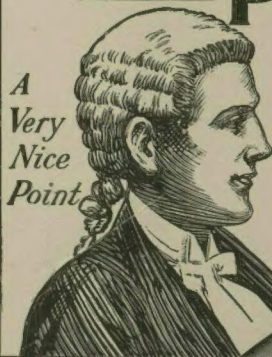
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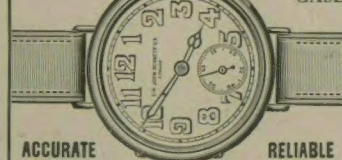
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CHESS.

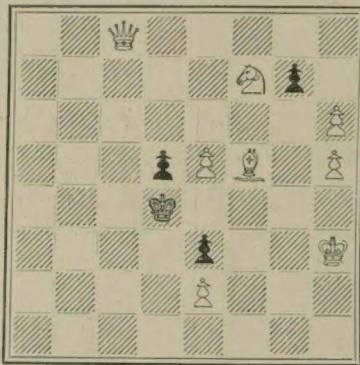
TO CORRESPONDENTS.—Communications for this department should be addressed to the Chess Editor, Milford Lane, Strand, W.C.2.

G BUCHANAN.—The B P at Q 4th is necessary to prevent a second solution by 1. Q to K 5th (ch).
A F RIDLEY.—Your letter is not clear. Send the position on a diagram.
A M SPARKE and C H BALLEW.—Much obliged.

SOLUTION OF PROBLEM No. 3775.—By T. R. DAWSON.

WHITE. BLACK.
1. Kt to Kt 5th Any move
2. Mate accordingly.

PROBLEM No. 3776.—By S. HERLAND.
BLACK.



WHITE.

White to play, and mate in three moves.

CORRECT SOLUTIONS OF PROBLEM No. 3763 received from C Okey (Auckland New Zealand); of No. 3765 from C Okey and J Wimpey; of No. 3771 from J C Gardner (Toronto), K Britches, and C Field (Athol, Mass.); of No. 3772 from W G Phillips (Dundee); of No. 3773 from C E Larvor Captain Challice (Great Yarmouth), R Stratford, Jacob Verrall (Roddwell) G Sorris (Stonhaven), Esperantisto (Angers), J Isaacson (Liverpool), and G Buchanan; of No. 3774 from J D Williams (Wood Green), F C Thompson, W R Tebbis, W Salisbury-White (Bristol), Corporal C E Larvor, T A Truscott (Forst Gate), J Verrall, C H Haviland (Frimley Green), J Isaacson J C Stackhouse (Torquay), J S Forbes (Brighton), J Fowler, J Wilkinson W J Woodward (Newton Abbot), J McKinsloch (Dumfries), M E Ouslow (Bournemouth), H Grasset Baldwin (Farnham), F R Gettins (Birmingham), N R Dharmavir (Padiham), R Stratford, F River Arundel (Great Acton), Rev. J Christie (Birlingham), A W Hamilton-Gell (Exeter), L W Cafferata (Grantham), W Lillie (Marple), Captain Challice, A F P (Credition), G Sorris, G Stillingfleet Johnson (Seaford), and A H Arthur (Bath).

CORRECT SOLUTIONS OF PROBLEM No. 3775 received from G Stillingfleet Johnson (Seaford), A H Arthur (Bath), J S Forbes, H James (Neath), J Fowler, G Sorris, A W Hamilton-Gell, J C Stackhouse, M E Ouslow Rev. J Christie, F Drakeford, and M L Collins.

CHESS IN LONDON.

Game played in the Championship Tournament of the City of London Chess Club, between Messrs. T. GERMANN and W. H. WATTS.

(Sicilian Defence.)

WHITE (Mr. G.) BLACK (Mr. W.)
1. P to K 4th P to Q 4th
2. Kt to K B 3rd Kt to Q B 3rd
3. B to K 2nd P to K 4th
The opening moves on both sides are unusual, and somewhat change the character of the opening.
4. P to Q 3rd Kt to B 3rd
5. Kt to B 3rd P to Q 4th
6. P takes P Kt takes P
7. Kt takes Kt Q takes Kt
8. B to Q 2nd B to K 2nd
9. B to B 3rd P to K B 4th
Too impetuous. Black has no immediate attack to press home, and his King stands in a very exposed position after Castling. In any case, the Q B should be deployed first.
10. Castles Castles
11. Kt to Q 2nd Kt to Q 5th
12. R to K 5th R to B 3rd
13. B to B 3rd Q to K 3rd
14. B takes Kt P takes Kt
15. Q to K 2nd B to Q 3rd
16. Kt to B 4th B to Kt 5th
17. K R to Q sq
Q takes P could be safely played. 17. Q takes P, Q takes P; 18. R takes Q, and White should win.
17. B to Q 3rd
18. P to Q R 3rd Q to K 2nd
Contemplating a very neat combination, which only just fails of the success it deserves.
19. R to K sq P to K 5th
20. P takes P B takes R P
21. K to B sq P takes P
22. Q takes P B to K 3rd
23. Kt to Q 2nd Q R to B sq
24. R to K 2nd Q to Q B 4th
25. Q to Q 3rd B to Q B 2nd
26. Q R to K sq
Kt to K 4th wins the exchange at once.
26. R to K R 3rd
Answering oversight with oversight and in a much more disastrous degree.
27. R takes B Resigns

Mr. Alain C. White's annual production always provokes expectation as to its particular form, because, with his encyclopaedic knowledge of problems, one never knows what out-of-the-way theme he may wish to expound. This year, 13 "The White Knights" (Officers of the Chess Amateur, Stroud, Glos.), he has fixed his attention on the activities of the two White Knights either by themselves or in combination with Pawns, in administering mate; and in one neat little volume presents a hundred instances of this special variety of composition—quite a large number, looking at the limited force employed. As a rule, they are easy of solution; but some very ingenious strategy is shown in many of them, and all have points of interest worth studying. A very elaborate analysis of the functions of Knight play from the pen of Mr. G. Hume presents a suitable introduction for the benefit of those who wish to combine a theoretical knowledge of problem-construction.

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certainly do not desire to become personal, or to discount the services rendered to the movement by men who have been identified with it for the past two-and-twenty years; but I do think that the committee lists of the associations are in some need of revision. Year after year the same old names appear as retiring "and, being eligible, offer themselves for re-election." It does not seem to be anybody's business to bring forward alternative candidates, and to push their claims to election, so in they go again! In a word, the agitators for reform have not the courage of their convictions and thus are not prepared to start the reform movement from within. We do not want new associations, but we do want a change in the old ones. Both the R.A.C. and the A.A. are veritable closed corporations so far as their administration is concerned—one has only to compare the committees of to-day with the original rolls to see how nothing but death suffices to bring about a change of personnel.

If reform is needed—and I have agreed that it is—then let the people who are heading the agitation begin with the improvement of what we have in preference to starting new bodies which must, in the very nature of things, be competitive with the older ones, and tend more to accentuate divisions than to alleviate them.

Gas in Hollow Body-Work.

A clever inventor, Mr. W. H. Dunkley, of Birmingham, who as far back as 1896 constructed a motor-car which ran on coal-gas, has patented a method of carrying gas at a pressure of 50-75 lb. per square inch inside the body-work of a delivery-van. The vehicle has a hollow roof, sides, and floor, which give capacity enough for a radius of about fifty miles. It is only, after all, an extension of the old-fashioned method of carrying the fuel-tank built into the body-work of the car.

More Light Wanted.

I am told that many doctors who use motor-cycles in their practice have met with a great deal of difficulty through the Government prohibition of the sale of calcium carbide. That renders the use of acetylene-lamps impossible. Electric-lighting outfits cannot be purchased, and the ideal oil-lamp has yet to be invented. However, the Auto-Cycle Union has been able to arrange with the Ministry of Munitions for the issue of permits for the purchase of carbide in cases of proved necessity, so that medical practitioners who have been affected by the regulations should get into communication with the Secretary of the Union at 83, Pall Mall, S.W.

W. W.

TITLEPAGE AND INDEX.

The Titlepage and Index to Engravings of Volume One Hundred and Fifty-one (from July 7 to December 29, 1917) of THE ILLUSTRATED LONDON NEWS can be had, Gratis, through any Newspaper, or direct from the Publishing Office, 172, Strand, London, W.C.2



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